

small air forces observer

vol. 16 no. 1 (61)
January 1992

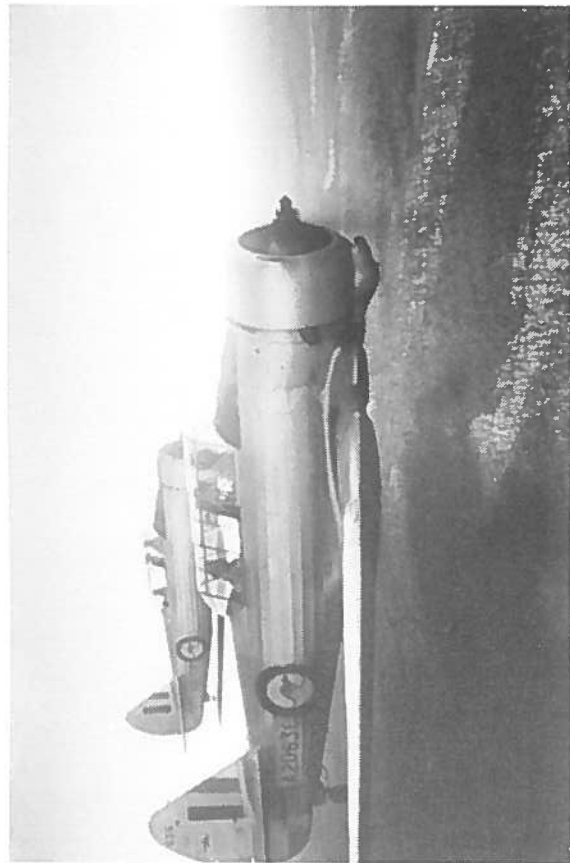
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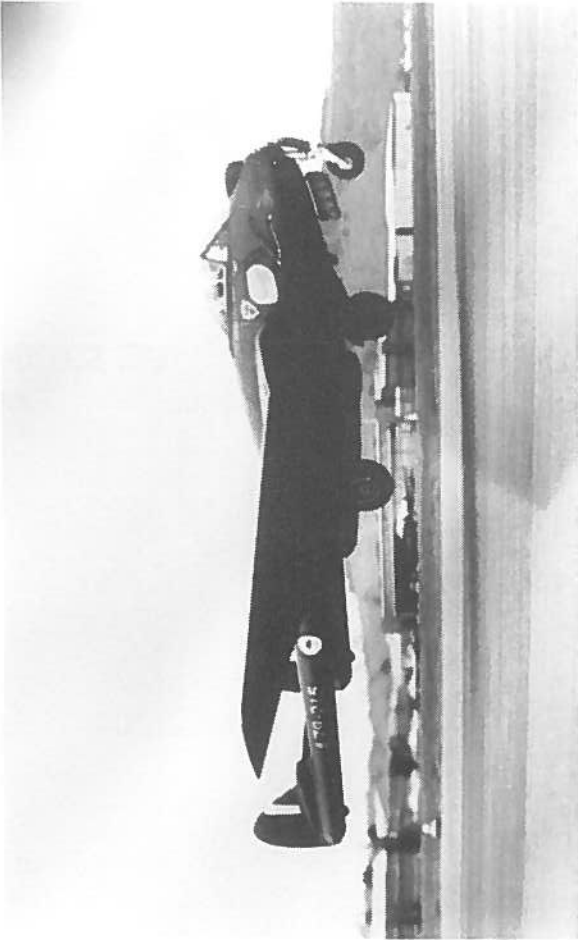
**SMALL AIR FORCES SIKORSKY S-58
AIR WAR OVER GREECE: PART II
MEXICAN AIR FORCE EMBLEMS
25 SQUADRON RAAF
ECUADOR KFIR**

vol. 16 no. 1 (61)

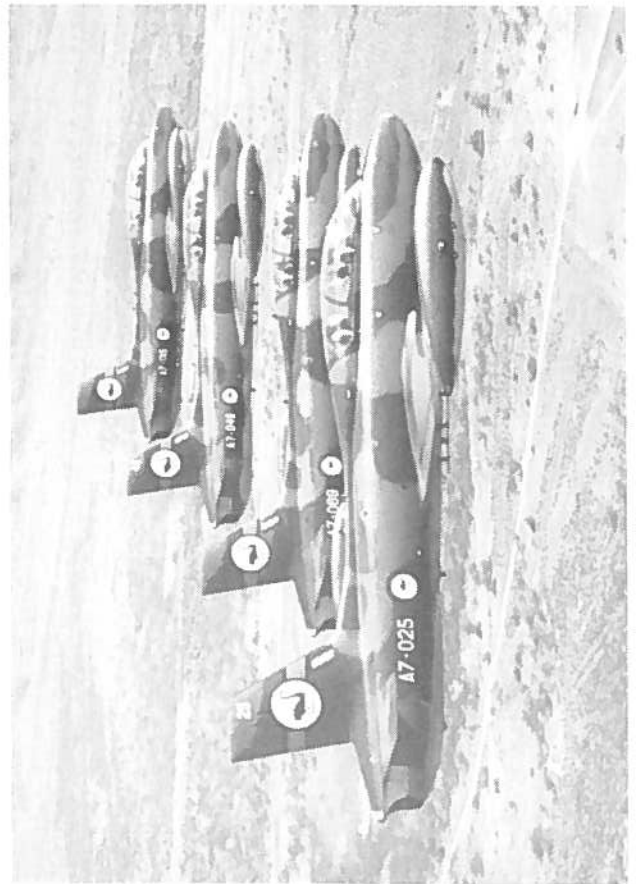
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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$9.00 for 4 issues per year in the USA and \$10.00 elsewhere via surface mail. For the cost of air mail delivery, contact the editorial office, or send \$20.00 and the small excess will be credited to your account. Payment should be made in cash, by International Money Order, or by a check drawn on a bank with a subsidiary in the US. (There's a \$25 charge to cash a check from a bank without a US subsidiary.) New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA. You can also have your bank transfer money directly to my bank: Coast Federal, Los Angeles, 3220-7021-3; credit to James V. Sanders, Account #03105350.

BACK ISSUES: Either back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

SPONSORSHIP PROGRAM: To keep the SAFCH truly international, our Sponsorship Program allows persons who can not obtain US currency to receive the SAFO. Any SAFCH member interested in sponsoring a SAFO subscription for

a person in Eastern Europe (or from other country where it is impossible or difficult to obtain US currency) should write to the editorial office for a list of persons seeking sponsors. If you would like to receive the SAFO but can not obtain US currency, a list of SAFCH members looking for someone to sponsor is also available from the editorial office.

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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Bruno Dauzie, 1 rue des M. de Chateaubriand, 94490 Ormesson, France; Alain La Pierre, PO Box 2102 2102A, Les Delicias, Maracay, Venezuela; Michael Parr, #124 101 Tabor Blvd., Prince George, B.C. Canada; Richard Harrison, "Halcyon", RD 3, Box 3639A, Stroudsburg, PA; Ellis Estes, 5 W. Glebe Rd., Alexandria, VA.

THANKS: Many thanks to all of you who sent greetings this recent holiday season. While time does not allow me to reply to each one of these individually, but I can assure you that each and every card was greatly appreciated.

EDITORIAL: Events in Eastern Europe and the Soviet Union over the last year or two have brought enormous changes to the world. We all hope that these changes will bring a better life for the people involved and that everyone will be inspired by the courage of these people to settle conflicts by peaceful means. These changes have not come without a price: economic chaos in the former Soviet Union, continued difficulties in Eastern Europe, and armed conflict in Yugoslavia.

Of course, the SAFCH has been effected. We have added many new countries to our membership list; Lithuania, Latvia, Russia, Belarus, Ukraine, Slovenia, and Croatia. Since the goal of the SAFCH is to promote international cooperation in researching aviation history, we cannot remain passive if fellow members need help. The SAFCH Sponsorship Fund is being used to extend the subscription for all members in the effected areas who are not able to pay. However, more extensive help may be needed. Therefore, I am listing the members we have in the effected countries in the hope that those of us in a more favored situation will pick a few names and write to offer encouragement and to ask if there is anything we can do to help. (Needs vary greatly, but I am including all names both for completeness and out of ignorance of the real situation.) Igor Gordeljanov, 179 KW.68 ul Strijaskaja, 293720 Lvovskaja obl. G. Drogoibych, Ukraine (USSR); Igor Blinov, Choroskevskoe Schosse,

D.64, K.1, KV.70, 123007, Moscow, Russia (USSR); Dmitry Makovsky, 2nd Zemlemernaga 24a-1, 220060 Minsk, Belarus (USSR); Vilmaris Millers, K. Marksa 42-3, 226011 Riga, Latvia; Gintautas Staniulis, Minties Ratas 16-1, Kaunas 233028, Lithuania; Ovidiu Man, Bv. Dacia 58 ap. 33, 70256 Bucharest, Romania; Tadeuze Dobrowiecki, Somloi UT 37/a, II/6, H-1118 Budapest, Hungary; Cvetelin Ivanov, Poltava-7, Ent.A ap. 22, V. Tarnovo 5000, Bulgaria; Mitja Marusko, Trzaska 48, YU-61000, Ljubljana, Slovenia (Yugoslavia); Boris Greguric, Balotin Prilaz 3, YU-41000 Zagreb, Croatia (Yugoslavia); Boris Kolka, Vocarska 39, 41000 Zagreb, Croatia (Yugoslavia). There are too many members in Poland and Czechoslovakia to list here; if you're interested in writing to members in these countries, I'll send a list to you.

COVER COMMENTS: Since we haven't had any "blow torches" on the cover for awhile, I thought we should illustrate Alfredo Jirado's article on the Ecuadorean Kfir (see page 25) with this fine flying shot of 'FAE 910'. The back cover shows 'FAE 910' in formation with an FAE Jaguar and Mirage F-1. (Photos by the author.)

PHOTO PAGE: (a) 25 Squadron Wirraways, A20-636 and 708, flying over the Darling Range, Western Australia, 1959. (b) Vampire FB.31, A79-215, in special red scheme flown by the C.O., December 1950. (c) 25 Squadron Macchi MB-326H's on deployment to RAAF Learmouth, 1990. (d) 25 Squadron Macchi MB-326H, A7-084, in early 'FANTA' training scheme, over Burn's Beach, WA, October 1990. (All photos supplied by Tim Prosser and Flight Lieutenant Jim V. Eftos, 25 Squadron's History Officer.) See Mike Mirkovic's article on 25 Squadron beginning on page 27.

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AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 2/91 (24 pages) "X and Y Gerate Heinkels" 4 pages including 2 side-view drawings of He-111Hs equipped for night bombing. "Japanese Hurricane" one side-view drawing. "Photo Recon 262s" 3 side-view drawings. "Roulettes in Red" 4 pages including 3 pages of color schemes for Roulettes PC-9As. "Kiwi Corsairs" 2 pages with 4 side-view drawings. Dewoitine D.371/372 in 1:72 Scale" 2 pages with scale 3-view drawing and 3 side-view drawings of Spanish aircraft. [Editor's note: A kit-bash project that uses a Gladiator fuselage and wings "cut from plasticard and sanded to aerofoil section". It must be simple because that's all we're told. I wish the author would have explained how he got the wing shaped in front view with a thin center section and the thickest part where the struts are attached.]

NEWS AND VIEWS (IPMS NEW SOUTH WALES, PO Box 637, Broadway, NSW 2007; 4 issues A\$25.00 surface or A\$30.00 air mail). 2/91 (24 pages) "MiG Manifesto: Part II" 5 pages including 5 side-view drawings of Polish Lim-5 & Lim-6bis and 6 side-view drawings of Fresco A (Sri Lanka, USSR, Iraq, Mozambique, Morocco, & Cuba). "RAAF Ansons" 3 pages including 6 side-view drawings. "Avro 504" 7 pages including 12 side-view drawings.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenningeldgasse 18/2/14, A-1160, Wien). 3/91 (24 pages) "DC-3 #42963" 10 pages including 7 photos, 4 side-view drawings, and history as OY-DCU, SE-CFU, OE-LBN, & ZS-FRM. "Short Skyvan" 4 pages including 3 photos and 2 side-view drawings of Austrian Skyvans OE-FDL & 5SoTA. (Includes 12-page insert with color photos of Austrian armed forces response to civil war in neighboring Yugoslavia.)

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues for 165 FB, add 120 FB for airmail). #82 Summer 1991 (32 pages) "Mirage 5 BA-08 Delta Blue" 7 pages including 3 color photos, 2 b&w photos, 2-page 4-view drawing, and color chip. "Avro Anson in Belgian Service" 14 pages including 17 photos, 4 pages of drawings, and table in individual aircraft histories.

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is \$7.00, but they prefer kits or accessories. Send to Antonio Pereira Linhares at the above address.) 2/3/91 (28 pages) "Skyhawk A-4P - Falcao dos Pampas" 3 pages on building the Fujimi kit including modifications, weapons, and camouflage scheme (with FS595 equivalents).

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$16.00 in US \$18.00 elsewhere). 21/5 (24 pages) "Modelling the Fleet Finch and

Fawn" 2 pages including 3 photos of models. "CF-104G" 5 pages with drawings of 2 Canadian aircraft. "Aircraft Used by Canada's Armed Forces 1909-1991: Part 1" 4-page listing of kits in 1/72 scale from Aerial Experimental Association Silver Dart to Fairchild C-119 Boxcar. "Knight 50: 414's Beautiful 50th Anniversary T-Bird" 4 pages including 6 photos. "IPMS Canada's Decal Sheet" 2 pages of drawings of some of the aircraft from 111 & 400 Sqn. RCAF featured on the decals sheet.

DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegets Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail). #53 (30 pages) "Dansk Spitfire Mk.IX" 4 pages including 3 photos and 2 side-view drawings. "Hughes H-500 in Dansk Camouflagebemaling" one photos. "Argentina's F-86F Sabre" 3 pages including 2 camouflage schemes. "Danske Foto Spitfires" one page with 2 photos.

ENGLAND

IPMS MAGAZINE (Neil Robertson, 'The Prince of Wales', Sheffield Road, Hoyland Common, Nr. Barnsley, S74 0DQ, 6 issues for £18.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; \$22.00) 4/91 (28 pages) "Building the Airfix Saab Draken" 5 pages including 2 photos and 6 side-view drawings. "Red-Starred Hurricanes" 3 pages including 3 side-view drawings. "Special Operations Chinook" one page including 2 photos of UK Desert Storm aircraft. "Green Hornet UH-1N" 2 pages including 3-view drawing of USAF aircraft. 5/91 (24 pages) "The Supreme Soviet: A Modelers Guide to the MiG-29" 10 pages including 11 photos, drawings of ordnance, cockpit interior, landing gear, & dive brakes, and 3 camouflage schemes for Czech aircraft. "The Seagoing Emile: The Bf-109T Carrier Fighter" 2 pages including 5 side-view drawings. "Harvard into Wirraway" 2 pages including conversion drawings and camouflage scheme for the aircraft that shot down a Zero. "Amiot's Ugly 143" 2 pages including adding interior detail and 2 side-view drawings.

PLASTIC KIT CONSTRUCTOR (PAMAG (Publications) Ltd., Unit 308, J.C. Albyn Complex, Burton Rd., Sheffield S3 8BZ; 4 issues £17.00. In USA: J.J. Daileda, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00).

#28 (28 pages) "Improving the Airfix OV-10D Bronco" 2 pages including drawings. "Canberry Conversion" 3 pages on using the Aeroclub set to convert the Italeri kit of the B-57B into a B2. "Improving Hobbycraft's Dornier 17" 3 pages including drawings and 4 photos. "Converting a KP La-7 into a LA-7R" one page including 3 photos. "Rareplane's Grumman Guardian" one page detailed kit review. Plus many kit reviews including Hobbycraft MS-406, Aviation USK's I-15bis, Pioneer's Su21F & G, Meicraft Dornier D.1 & Grumman FF-1, Russian Grogovich I-2bis, Antonov A7 glider, & Yakolev AIR-14, Fujimi's MiG-21bis, VEB's Il-4, Esoteric's T-34C, and many more.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, no check accepted due to the high redemption costs).

3/91 (16 pages) "Finnish T-72" 10 pages including 23 photos. "Gulf Art" 2 pages including 3 photos.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, PB 149, 75961 Paris, Cedex 20, PB 149, 75961 Paris Cedex 20; 4 issues 150 FF). #41 (48 pages) "Eurokit's 1/72-Scale Caudron C-445 Goeland" 6 pages including 7 photos (all in French markings) and 1/72-scale 3-view drawings. "Focke-Wulf FW-58C" 2 pages on building the 1/72-scale Karo kit. Announcement of the book "L'Aviation Militaire Francaise dans la Bataille de France: Vol. 1" by Soumille; no price or address given.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia). 4/91 (32 pages) "Die Finnische Luftwaffe" 6 pages including 13 photos and table of WWII aircraft & serial numbers. 5/91 (32 pages) "Reichsdream: German Missiles 1934-45" 4 pages of scale drawings (Me-328, A5, Zeppelin Rammer, & R-1). "Schawrow Sch-2" 3 pages including scale 3-view drawing. "Aircraft Interned in Spain 1939-45" 4 pages including table and 4 photos (SM-83, Ro-43, SM-79, & B-17).

GREECE

NEA (IPMS-Greece, PO Box 79167, 175 05 Amfithea, Athens) 4 issues \$25.00 for first year, \$20.00 for next year. 3/91 (32 pages) "M3A1 Scout Car" 5 pages including 7 photos and 4 drawings of Greek vehicles. "WWI French Colors" 4 pages including 3 drawings of camouflage schemes (Breguet 14, Nieuport 24, & Spad 13) in Greek markings. "During WWI Greek aircraft flew with French markings. During the Asia Minor campaign, these were overpainted with Greek light blue." "Command Post Vehicle" 5 pages including 8 b&w, one color photo, and 1/35-scale drawings. "Colors and Markings of the Greek Army: Part 1 (to 1945)" 5 pages including 14 photos. Photos: Greek Hs-126 and Do-22.

ITALY

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere). 8/91 (98 pages) "The Tragedy of I-LAMA" 6 pages including 9 photos and color side-view drawing of Cant Z.506B which was lost on a flight to Brazil in 1938. 9/91 (98 pages) Color photos: Hungarian MiG-21MF '9178' with new national insignia; Chinese J-2 (MiG-15 '1765', JZ-6 (MiG-19R) '3171', J-4 (MiG-17) '83065'(?), & B-5 (Il-28) '0185'. 9/91 (98 pages) Color photo: Hungarian MiG-21 with new insignia. "Chinese Museum" 4 color photos [J-2 (MiG-15), B-5 (Il-28), JZ-6 (MiG-19R), & J-4 (MiG-17)]. 10/91 (98 pages) "Harriers for the Italian Navy" 5 pages including 6 color photos. "Polskie Wojska Lotnicze" 13 pages including 16 color photos (Su-20, Su-22, MiG-29, Mi-24, MiG-21, An-2). 11/91 (98 pages) Color photos: Yugoslav Mi-2 'YU-HDE' and German Mi-14PL '25 + 10'. "V/STOL nel Golfo" 7 pages including 9 photos. "A Casa delle Frecce" 6 pages including 10 photos of MB-339. "Nuove Insegne per la Magyar Legiero" 6

"I am a member of IPMS-ITALY. Although I am not yet a member of the SAFCH, I read your magazine which is received regularly by the National IPMS Committee. In SAFO #59 there was a mention of the Czech magazine ZLINEK. I would like to confirm that the quality of information offered in this publication is excellent. The publishers are top modelers and engineers. The profiles and 3-view drawings are to 1/72 scale with Federal Standard color codes and English notes. Often, a color chip is provided so the reader is able to see the true tone of the azure green for the MiG cockpit or the grey used on the Su-25. The center-fold pages are generally devoted to scale drawings and details of the main subject of the issue. Most recently we were treated to wonderful drawings of the MiG-23BM in Czech service.

"The articles on WWII are completely translated into English. There is lots of other interesting items for MiG maniacs and SAFO readers with many unusual versions and camouflage schemes. The last pages of the magazine are devoted to reviews of recent releases (books, magazines, kits, decals, ...) and a reader's corner. The magazine has recently been improved by adding more pages.

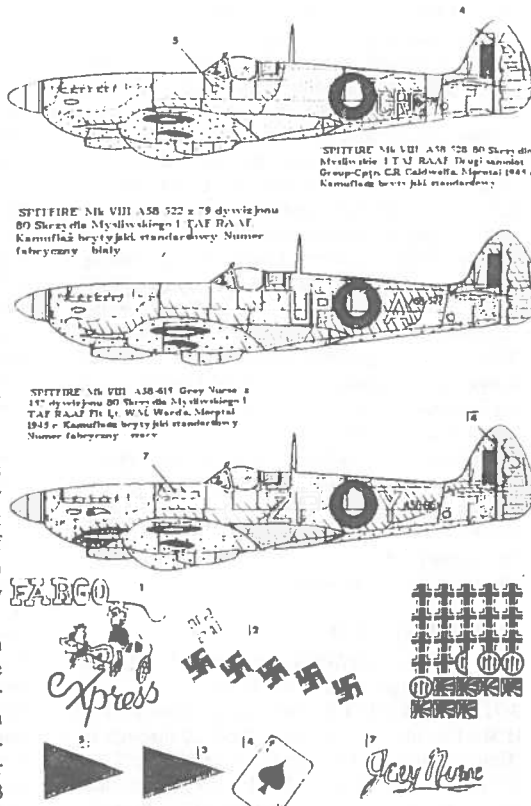
"Last, but not least, following the changes in Czechoslovakia, it is now possible to receive ZLINEK by direct subscription. You can get four issues per year by sending \$10.00 (\$8.00 within Europe) to Komerční Banka Zlin, CSFR 34833-0209757-661. You may also contact the editor for further information: Jaromir Stepan, PO Box 8, 763 14 Zlin, Czechoslovakia. He has a great collection of colorful photos of aircraft from the main museums and air shows of Eastern Europe available for swapping.

"SAFO fears no rival, but ZLINEK also supplies a lot of news to people fond of Eastern European aircraft."

Pier Paolo Lugli, PO Box 42, I-41100 Modena Centro, Italy.

OFH OSTERREICHISCHE FLUGZEUG HISTORIKER (Association of Austrian Aircraft Historians). OFH offers you: membership in a non-profitable organization of aviation enthusiasts and historian, subscription of A4-size, illustrated journal "OFH Nachrichten" in German language four times a year. If you are interested in Austrian aviation history, photos and drawings of Austrian aircraft (civil & military), book and kit reviews, please ask for a free sample of "OFH Nachrichten" at OFH, Pfenningeldg. 18/2/14, A-1160 Vienna, Austria. Membership OS 250.

FANATYK PLASTIKU. This is a relatively new magazine being produced by Polish enthusiasts for modelers. The copy on hand, 3/91, consists of 24 pages (21 cm by 30 cm) containing the following information: One page of TS-11 Iskra sketches (ejection seat and control column). "Jeep" one page with 4-view scale drawing. "M-113A1" 2 pages with 1/35-scale drawing. "PWS-26 Detale" 3 pages of sketches of details (taken for original manual). "Spitfire Mk VIII" 5 pages with 8 side-view drawings (one USAAF, 2 RAF, & 5 RAAF). Color Chip for "Dark Earth". "FW-190 Napisy" 5 pages including 3-view drawings detailing stenciling and cockpit details. "Samolot Asa" 2 pages with drawing of Saint Exupery's camouflaged Lightning F-5A (I always thought it was bare metal). One page includ-



ing drawings of RAF bomber pilot (1940) and bomber crew (1941).

The quality of the paper is fair and the reproduction of the text is abominable (its in Polish so it doesn't matter), but the quality of the drawings is superior. FANATYK has all the ingredients for becoming an excellent magazine, particularly if they can find some unusual subjects. If you're interested in this magazine, write Wojewodzki Dom Kultury, ul. Slowackiego 2, 39-400 Tarnobrzeg, Poland. [Or, pick up the review copy from the SAFCH Sales Service.] Review copy courtesy Jim Lyzun.

AIR-BRITAIN DIGEST. The magazine, subtitled The Journal of the International Association of Aviation Historians, has been around for a long time, but these are the first copies I've had for review. Each issue contains 36 pages (21 cm by 30 cm) with color outside covers. Spring 1990: "Caudron-Renault Simoun" 8 pages including 19 photos, 5 in military markings (French, Free French, & Luftwaffe). "Yugoslavia's National Aviation Museum" 4 pages including 15 photos and table. "45 Years and 5 Aeroplanes: Part Two" 8 pages. "What do You Know?" 9 pages including 39 photos of feed-back and questions. Ten color photos including DH.60G and civilian Miles M.2R in the National Aeronautical Museum in Chile (the Moth may be military since it has vertical red/blue/white rudder stripes which could have been an early Chilean military marking). Autumn 1990: "45 Years and 5 Aeroplanes: Part 4" 12 pages, 28 photos and 2 tables. "Tupolev Tu-104" 7 pages including 15 photos and a page of scale drawings. "British Aircraft in Argentina: Part 1 - Service Aircraft" 9 pages including 41 photos (including the

first F.2Bs I've seen in Argentine markings) and text by SAFCH member Dan Hagedorn. Ten color photos. Winter 1990: "Hirsch H.100" 5 pages including 5 photos and scale drawing of unusual "gust-absorbing" French aircraft. "The First Air Malta" 7 pages including 19 photos. "British Aircraft in Argentina: Part II - Civil Aircraft" 9 pages 22 photos. "Royal Shipboard Aircraft Developments 1912-1931" 3 pages including 4 photos. "Tora, Tora, Tora Film Replicas" 4 pages including 13 b&w photos and 9 color photos.

AIR DIGEST is produced on glossy paper which allow for good quality reproduction of the photos. The articles are excellently research and well written, and the subject matter is varied and interesting. The list of "Information Service" groups includes the following which will be of interest to SAFCH members: Egyptian Military Aviation; Arabian Peninsula Military Aviation; Pre-Soviet Estonia, Latvia, and Lithuania; Belgian Air Force pre-1970; Bolivia Military Aviation; Israeli Air Force; Latin American Military Aviation; Polish Air Force in Great Britain; and innumerable Country Specialists. Other services available to members include photographs, slides, and Air-Britain publications.

A variety of memberships are available depending on which magazines are desired (Digest, News, Aeromilitaria, and Archive) with subscription rates varying from L15.00 to L31.00 plus postage (e.g. L2.00 for USA and Canada). For information write: Howard J. Nash, Air-Britain Membership Secretary, 11 Thurlstone, Thundersley, Benfleet, Essex SS7 3YW, UK.

Review copies graciously supplied by Leo Opdycke of WWI AERO.

AIR ACTION. This slick French magazine contains a multitude of color photos outstandingly reproduced on high-quality, glossy paper. Issue #27 (May 1991) consists of 52 pages with the following articles: "Ca Colle a Pensacola" 10 pages including 19 color photos. "Des Russes a Reims" 10 pages including 19 color photos (mostly MiG-29, but also MiG-21, MiG-23, & II-76). "BOP Air Force" 6 pages including 10 photos of Bophuthatswana PC-7, PC-6, BK-117, Dauphin, Alouette III, & CASA 212. "Top Gun a la Chinoise" 5 pages including 6 photos of Tiawancse F-5s and 4 color insignia patches. "Go! Go! Goshawk" 5 pages including 7 color photos. Two color photos of Hungarian Mi-8 and Zlin 43 with new national insignia.

AIR FAN. Another high-quality, all-color French publication. Issue #155 (October 1991) consists of 52 pages with the following articles: "Nouveau Visage pour l'Armee de l'Air" 6 pages including 10 color photos. "Le Grumman Intruder" 10 pages including 19 color photos and a one-page scale drawing. "Les Faucons du Danube" 7 pages including 12 color photos of Hungarian MiG-29 and MiG-23 with new roundels. "Felins sur la Lorraine" 6 pages including 12 color photos of French Pumas. "Le Rafale en Majeste" 7 pages including 12 color photos and a small scale drawing.

AIR FAN and AIR ACTION are virtual clones of each other except that AIR FAN does include a few scale drawings and a "modeling" section.

AIR WAR OVER GREECE

Part II: 6 December 1940 to 5 April 1941

Doug Dildy

Chapter 5 Winter - The Icy Stalemate 6 December 1940 - 8 March 1941

This is French territory; Greeks don't pursue the Italians past this point!

Sign posted at Menton, on the French-Italian Frontier
November 1940

The Greek counter-offensive had pushed on slowly, tortuously, through the bitter blasts of the Balkan winter and into December. With twelve of their sixteen army divisions pushed deep into the rough Albanian terrain, the Greek supply lines were stretched to their limits. Lack of motor transport and the primitive roads forced a heavy reliance on mule trains (6:370)* and the three Ju.52s and four Junkers G.24s that the EVA had commandeered from the Greek national airline, EEES, (15:310) to deliver food in the appalling cold (15:86). The lack of armor and anti-tank weapons caused the Greeks to avoid engagement in the valleys and plains while the disorganization and demoralization of the Italians precluded any attempt to oust the Greeks from the Albanian ridges and mountain ranges (6:370). Thus, an icy stalemate settled into the harsh situation as both sides struggled to re-establish their strength in anticipation of the coming spring.

Attempting to prevent a repetition of the embarrassment of Taranto -- where Royal Navy Fleet Air Arm Swordfish torpedo bombers disabled three Italian battleships (6:288) -- the Regia Aeronautica reinforced its fighter strength in the 4th ZAT. In addition to the 372 Squadriglia that had arrived at Brindisi earlier in November, another two dozen Macchi MC.200 "Saetta" fighters were moved to Bari and Grottaglie (373 and 374 Squadriglie, respectively). On 7 December another "Saetta" squadron, the 370th, arrived at Foggia from Sardinia with nine of these more modern fighters (17:287).

The 4th ZAT bomber force was also reinforced, with the 42 Gruppo Autonomo B.T. (14 S.79s) arriving on 27 November and the new 97 Gruppo Autonomo B.a.T. (20 Ju.87s) joining its sister group at Lecce on 6 December (17:51). Additionally, the 37 Stormo's 55 Gruppo relinquished its antiquated S.81 Pipistrello trimotor transport-bombers for 18 of the much more modern twin-engine Fiat BR.20s during December (3:310). This build-up would be short-lived, however. On 9 December, the British Army in Egypt struck back at Sidi Barrani and sent the Italian 10th Army reeling back into Libya. Threatened with yet another debacle, the Regia Aeronautica quickly dispatched the newly-arrived 42nd Gruppo Auto on the 14th (15:51) and then the 4th ZAT's resident 2nd Gruppo Autonomo C.T. (minus 151 Sqd) on the 30th (14:297).

In Albania, the Regia Aeronautica airfields were overcrowded, especially since the forward fields, such as Koritza and Argyrokastron, had been evacuated. The Italian airlift effort, assisted by the Luftwaffe's III/KGzbV 1 (53 Ju.52s) also com-

peted for space and, as a result, two new, large airfields (at Scutari and Devoli) were opened to accommodate a reorganization of the Albanian Air Command. The cramped conditions precluded substantial reinforcement, but the 394 Squadriglia had its dozen CR.32s replaced by CR.42s and there were sufficient replacement G.50s to make up for the three lost in combat as well as establish the 362nd Squadriglia at Berat (14:296).

Meanwhile, the RAF Wellingtons and Blenheims attempted to carry out offensive missions, flying into the teeth of the atrocious weather to bomb the Italian port facilities and refineries at Bari and Brindisi and the Albanian ports of Valona and Durazzo. Italian defenses and the bad weather made the British pay dearly, losing eight Blenheim bombers and one Blenheim fighter in December (15:50-60).

The weather grounded the PZL P.24s of 22 and 23 Mire. They deployed from Kalambaka and Larissa airfields, respectively, to a new one at Ptolemais early in December to fly cover for the Greek IIIrd Army Corps. A harsh, freezing blizzard on 15 December iced them in at this ill-prepared forward field and, nakedly exposed to attack, it was decided to move them back. Each PZL had to be dismantled, hauled by truck to the train station at Amyndeon and then shipped by rail to Salonika -- the two units not returning to operational status until 30 December (15:60)! The weather also caused severe navigational problems, resulting, in one case, in an Hs.126A of 3 Mira flying across the Yugoslav border and being forced down by a Royal Yugoslav AF Hurricane; the crew was interned (15:177).

During December, Italian air strikes were primarily conducted by their Stukas, 97 Gruppo bombing Greek supply lines in Epirus on 14 December and 96 Gruppo hitting the captured harbor of Sarande five days later, sinking one small vessel. Raids by Italian medium bombers were met on the 19th, 20th and 21st by the RAF's 80 Squadron flying out of Yanina airfield. In these three days of intense combat, the British downed two bombers and two escorting CR.42s for the loss of three Gladiators destroyed and another four damaged. On the 23rd, the remaining RAF Gladiators retired to Larissa, being replaced "in the line" by 21 Mira, now operational with 11 Gladiator IIs (15:54-56).

That same day a single Potez 633 of 31 Mira, on a reconnaissance mission for the army, was intercepted between Devoli and Tirana by three Fiat G.50s of 154 Gruppo Auto and was shot down. Flown by the squadron commander, LtCol John Papadakis, this airplane was lost with all aboard. This loss was balanced somewhat by the downing of two 96 Gruppo Stukas (by Greek AA) in separate raids on Doliana (15:56).

Subsequently, the terrible weather and the holidays limited combat activity on both sides (although Christmas Day was tragically marred by an indiscriminate Italian bombing raid on the port of Corfu, killing 18 civilians and injuring another 25) until December 29th (15:58). On this date, nine EVA Gladiators attempted to intercept a large formation of 28 Cant Z.1007bis

(47 Stormo) raiding the front lines but were unable to bring any down (15:60).

On 30 December, a formation of BR.20s from 37 Stormo B.T. (4th ZAT) was also intercepted by the 21 Mira Gladiators. This time they succeeded in damaging one bomber, wounding one crew member. Also on this day, a pair of 4 Mira Potez 25As, flying out of the captured airfield at Koritza, were jumped by Italian monoplane fighters and one of the Potez biplanes was lost. Similarly, a 32 Mira Blenheim IV was conducting reconnaissance over the II Corps area and was shot down by two intercepting CR.42s from 393 Squadriglia. A second EVA Blenheim, returning from another reconnaissance mission, crashed near its forward field of Kazaklar, killing LtCol Panayiotis Orphanidis, the commander of 32 Mira (15:61) -- the second EVA squadron commander to be killed in a week's time.

Except for another change in Italian commanders, the New Year changed nothing in the Greek campaign: conditions were miserable, the ground combat had deteriorated into a bitter stalemate, and the icy, wet weather discouraged aerial operations. In Albania, on 29 December, Mussolini had replaced General Soddu with General Ugo Cavellero, the Chief of Staff of the Comando Supremo (6:369). In Greece, in spite of the atrocious weather, the 22 Mira, having regrouped at Salonika, deployed forward to Yanina on New Year's Day. The 23 Mira remained at Salonika, but using the Koritza airfields as forward refueling grounds, continued to fly cover for the Greek III Corps (15:63). Also supporting this ground command was an Hs.126A, detached from 3 Mira to work directly for the III Corps Commander. The crew of this aircraft ("Eta"-33), Maj Demetrius Daliatseas and Capt Spyridon Nanopoulos, courageously flew every day, whenever the weather allowed, to bring back information about the Italian positions and forces. Sadly, on January 6th this brave aircrew lost their lives when their Henschel crashed after being hit by Italian ground fire (15:66).

Two days later the weather cleared enough to allow an increase in air activity. The forward-based 22 Mira PZL P.24s intercepted a formation of Cant Z.1007bis over the front but failed to bring any down (although one was credited to Capt G. Phanourgakis) (15:66). That afternoon these P.24s, plus several 21 Mira Gladiators engaged nine CR.42s of 154 Gruppo that were escorting a Ro.37bis (72 Gruppo O.A.) over the Kelcyre area. Although two Fiats were claimed "killed", it appears that none were lost (15:67).

Bad weather returned shortly, precluding much flying, until 13 January when a heavy snowfall began. It lasted for five days and prevented all flying, the miserable conditions complete with intermittent icy rain that culminated, on 18 January, with continuous thunderstorms. The cold and wet grounded all of the participants by making their airfields frozen morasses where even ground movement could be dangerous (15:67).

Once the weather cleared and the airfields were made usable again, both sides reorganized. The 21 Mira moved to the now improved airfield at Ptolemais (after having been stuck at Kalambaka by the blizzard and then retiring to Eleusis) and the 22 Mira moved back to Salonika to replace the 23 Mira which had been withdrawn to Larissa to regroup. Because the Italians had yet to attack Athens and since attrition was beginning to tell on the two PZL-equipped squadrons, the 24 Mira was released from the Anti-Aircraft Command to join 22 Mira at Salonika as part of the EVA's Fighter Command (15:68).

The Italians, too, were regrouping: The Ozzervazione Aerea Squadriglie in Albania, having suffered one-third attrition in the preceding twelve months, was reinforced by 5 Gruppo Autonomo O.A. (2 squadrons of Ro.37s) from Italy (15:27,29). During the month of January the 38 Stormo replaced its 20 remaining Savoia S.81s with 24 new Fiat BR.20 twin engine bombers (3:311,312). The 105 Gruppo B.T. (S.79s) was reassigned from the Albanian Air Command to the 4th ZAT to back-fill the loss of the 41st Gruppo Autonomo B.T. The latter, a Z.1007bis unit, had been withdrawn to northern Italy to be reformed as a torpedo-bomber group (on Savoia S.84s), leaving its Cant trimotors at Brindisi. There, the 95th Gruppo (35 Stormo B.M.), a float-plane bomber unit (flying Cant Z.506Bs) was re-equipped with these land-based planes. At the end of the month, the 4th ZAT lost half of its dive-bomber force with the dispatch of 96 Gruppo Auto B.a'T. to Libya to support Marshal Graziani's hard-pressed 10th Army (15:70).

On 20 January, almost as soon as the Bloch 151s of 24 Mira departed for the front, the Italians raided Athens! The first formation (four Z.1007bis from 47 Stormo) approached and bombed from 13,000 feet. Although RAF Gladiators were scrambled, they were unable to reach the bombers altitude in time, but were properly positioned in time to meet the second wave approaching at 15,000 feet. The biplanes managed to bring down one of the big trimotor bombers but at the cost of one fighter, its pilot killed (15:70).

On 25 January, the Regia Aeronautica also resumed its bombing offensive against the port of Salonika. Ten Cant Z.1007bis of 50 Gruppo Autonomo B.T. attacked without escort and were met by EVA Gladiators and PZLs. The commander of 22 Mira, Captain A. Andoniou, brought down one of the trimotors and the Gladiators damaged a second one. Later, 21 and 22 Mira intercepted a formation of 37 Stormo B.T. BR.20s, Capt G. Doukas of 22 Mira damaging one so badly that it had to force-land near Berat. A second bomber was also damaged in this battle as well (15:72).

The RAF units were heavily involved in the fighting towards the end of the month and into early February, with Gladiators intercepting Italian raids (bringing down another Cant Z.1007bis on 28 Jan) and with Blenheims continuing to conduct daring and costly raids (on one occasion three of nine light bombers being lost over Valona) (15:65). The RAF units were reinforced by 11 Squadron (Blenheim Mk.Is and IVs) on 23 January and 112 Squadron (more Gladiators), which was fully operational by the 1st of February (15:72). However, the atrocious weather resulted in the loss of two 11 Squadron Blenheims (of 12) on 2 February while operational accidents accounted for another pair around the same time (15:75).

Thereafter, the weather closed in again and put a stop to flying and fighting activity in the Balkans until after 5 February (15:75). On this date, the two squadrons of PZL P.24s deployed to a new airfield at Paramythia, close to the Epirus Section of the front. This move put 22 and 23 Mira in an excellent position to meet enemy air raids and on the next day, when the Italians re-opened their bombing campaign, eight PZLs, along with four EVA Gladiators from 21 Mira, intercepted 18 Savoia S.79s (104 Gruppo). This sizable formation was escorted by 12 CR.42s (160 Gruppo) and 12 G.50s (24 Gruppo). Six Ju.87s (97 Gruppo) seem to have stumbled into the ensuing melee and a formation of 37 Stormo BR.20s was also engaged by the Greek fighters. The tenacious Greeks were able to damage one BR.20 so badly

that it crashed upon landing back at Lecce and a Stuka so badly that it had to be force-landed near Valona. The cost of success was high, however, with one Gladiator and one PZL lost and a second P.24 badly damaged (pilot wounded) by the escorting fighters (15:77). Other Italian bombers (Cant Z.1007bis of 47 Stormo and 50 Gruppo Aut B.T.) raided Salonika and were intercepted by 24 Mira Blochs which damaged one bomber. The RAF 80 Squadron got itself into a large dogfight with 16 CR.42s (of 150 Gruppo), downing three at the cost of one Gladiator. Meanwhile, Yanina was bombed by five more 104 Gruppo S.79s, but their bombs largely fell wide (15:76).

Yanina was the primary target the following day, bombed first by another formation of five S.79s (104 Gruppo, again). This raid was escorted by Fiat G.50s (154 Gruppo) and was intercepted by three 21 Mira Gladiators. The Gruppo commander, Major Leotta, shot down one Greek Gladiator (pilot killed) for no loss to his unit or his charges (15:78). A formation of five Cant Z.1007bis (47 Stormo) followed. It was intercepted by ten Gladiators (and perhaps a Bloch 151) and had three bombers damaged. A second wave of nine 47 Stormo Cants was met by five Gladiators with no effect and a third wave encountered eight Gladiators and some 23 Mira PZLs. The P.24s also intercepted a raid of 13 Fiat BR.20s (37 Stormo), damaging one so badly that it force landed at Valona (15:79). In the afternoon, another raid of S.79s (104 Gruppo escorted by 154 Gruppo G.50s again) went unscathed but a following wave of ten 47 Stormo Cant Z.1007s had seven bombers damaged by RAF Gladiators and seven EVA P.24s. All totaled, Yanina was hit by more than seven waves of Italian bombers; no fewer than 150 bombs fell on or around the aerodrome. One 21 Mira Gladiator was destroyed on the ground and three RAF fighters were damaged (15:79).

Elsewhere that day (10 Feb), 31 Mira lost another Potez 633. This one was shot down near Voskopoulia Therapeli by 154 Gruppo G.50s with the loss of all aboard (15:79).

The next morning the Regia Aeronautica continued its effort to neutralize Yanina air base. Seventeen CR.42s (150 Gruppo) swept in at dawn to strafe the field repeatedly. A 21 Mira Gladiator was blasted out of the sky as it attempted to scramble and three more were damaged on the ground. Incredibly, that night, at 2245 hours, six of this unit's CR.42s returned to strafe in the moonlight, but succeeded only in damaging another Gladiator (15:79,80).

Between the two strafing-raids, Greek as brought down a 97 Gruppo Stuka that was bombing targets at the front. The next day, Greek AA gunners enjoyed even more success, downing one 47 Stormo Cant Z.1007bis and damaging 12 more (of a formation of 15) (15:81). On 16 February, they accounted for one of 31 BR.20s (37 Stormo) bombing Greek troops in the Trebeshinj mountains. This formation had also been intercepted by 20 EVA Gladiators and PZLs but to no avail (15:84).

The RAF attempted to make the Italians pay for their recent raids on Yanina; Wellingtons and Blenheims bombing enemy air fields in Albania. One S.81 transport was destroyed at Tirana (15:81) but two Blenheims were lost on a raid of Berat airfield (and a third was lost in a take-off accident) (15:82,84).

By 19 February, the RAF Contingent eclipsed the EVA in its contribution to the air campaign in the defense of Greece. Attrition had drawn down the Greek Air Force and reinforcements had beefed-up the Royal Air Force to the point where the RAF was given responsibility for the conduct of the air war. The RAF established W-Wing (for "West") at Yanina, consisting of

three Blenheim bomber squadrons (30, 84, and 211), a detachment of Wellingtons (from 37 Squadron), and one squadron of Gladiators re-equipping with Hurricanes (80 Squadron) and being reinforced by 33 Squadron (Hurricanes). The 112 Squadron Gladiators remained in the rear to guard Athens (15:84).

The EVA restructured its Fighter Command to accommodate the reformed command structure, sending its 21 Mira (Gladiators) to Paramythia and rotating the PZL P.24s to Yanina to attach them to the RAF Wing. On landing, two of the P.24s collided and were written off, but during the night the intrepid EVA and RAF ground crews were able to make one serviceable fighter out of the two wrecks. The next day (20 Feb) the EVA fighters -- 19 Gladiators and PZLs -- met 15 G.50s (154 Gruppo) escorting four Ro.37bis' over the Kelcyre area. In the swirling combat the Ro.37s escaped unhurt but the more nimble Greek PZLs and biplanes managed to damage two of the Italian fighters -- one of them crashing on landing at Berat (15:81).

Bad weather returned on 21 February, rain continuing through the next day making Yanina airfield generally unusable. The Greek fighter Mire continued operations out of Paramythia with mixed formations of Gladiators and P.24s. On February 23rd, one such patrol over Kelcyre engaged twelve G.50s (154 Gruppo, again) and this time the Italians evened the score, downing one Gladiator (21 Mira) and one PZL (232Mira) for no loss (15:91). While Yanina remained unusable, RAF Hurricanes and Blenheims also operated out of Paramythia. In the next two weeks, in various air raids against Italian airfields and in several large air battles the British aviators were to destroy one Ro.37bis, three Cant trimotor bombers, four BR.20s, five G.50s, and six CR.42s for the loss of three bombers and three fighters (15:86-101).

During the first two months of 1941, the RAF also assisted the EVA in anti-submarine patrols in the Aegean where several contacts with Axis subs had been reported (15:78). A detachment of 230 Squadron's huge Sunderland flying boats operated out of Scaramanga naval base near Athens (15:99). On 9 February a 13 Mira Anson ("Nu"-57) was lost attempting a forced landing on Crete in the terrible weather of that time (15:78). Weather was also responsible for the loss of one Sunderland, the big flying boat being sunk at Scaramanga in a gale on the 25th of the same month (15:91).

On 6 March, RAF's 80 Squadron finally withdrew to Eleusis to completely re-equip with Hurricanes, handing over its remaining battle-weary Gladiators to 112 Squadron. This unit deployed forward to Paramythia, joining the 33 Squadron detachment (Hurricanes). The move could not have been more timely, for the next morning the Italians launched their spring offensive (15:102-103)!

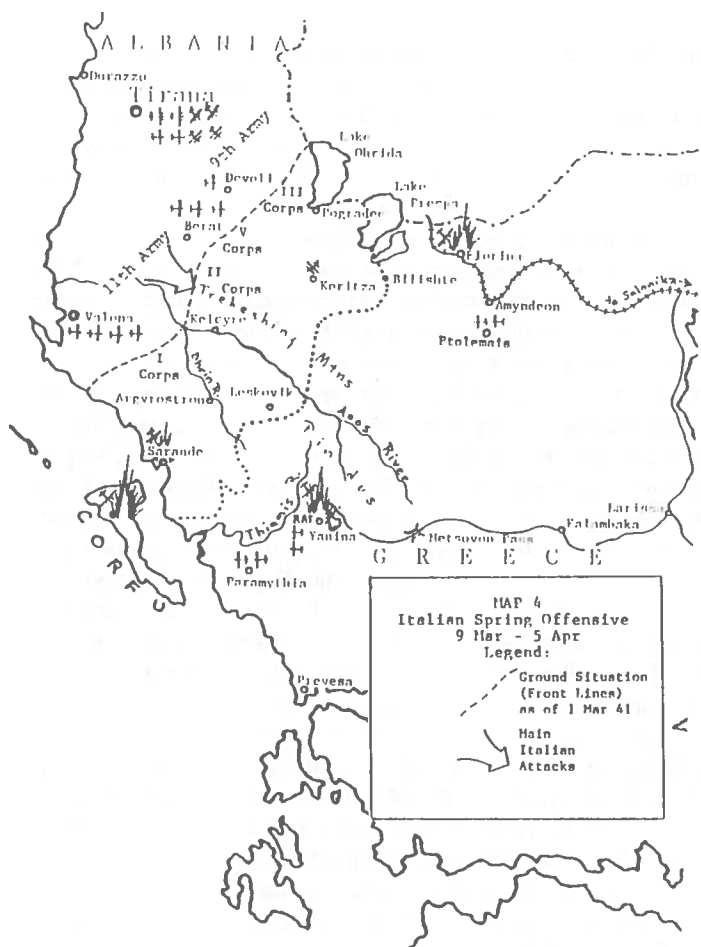
Chapter 6

March - The Second Italian Offensive

9 March 1941 - 5 April 1941

The directives of the plan must be adhered to at all costs. Between now and the end of the month a military victory is vital for the prestige of the Italian Army.

Benito Mussolini, to General Ugo Cavellero,
Commander of Italian Army of Albania
1 January 1941



Although the Balkan winter had been both harsh and bitter, the exhaustion of the Greek counter-offensive allowed the Italian Army to achieve the resupply and regroupment required to renew their attacks. The intervening three months (the original Comando Supremo requirement) allowed the deployment of a total of 27 divisions and stockpiling of sufficient provisions and supplies (6:370).

Similarly, the Albanian Air Command was reinforced. However, the advent of RAF Hurricanes dictated the deployment of the most capable Regia Aeronautica fighters available. As a result, the 150 Gruppo was re-equipped from CR.42s to the Macchi MC.200. Reinforcement consisted of the MC.200-equipped 371 Squadriglia (providing the Macchi-qualified pilot cadre for the conversion) attached to the 150 Gruppo Auto C.T. at Valona while the entire 22 Gruppo Autonomo C.T. (36 MC.200s) moved into Tirana (17:289). Additionally, for close air support, the Command received a squadron of Stukas (238 Squadriglia) from 97 Gruppo Auto B.a.T. (4th ZAT) and, for army co-operation duties, the 114 Squadriglia O.A. (8 Ro.37bis) arrived at Tirana while the resident 120 Squadriglia began to re-equip with the twin-engine Ca.311 liaison/observation aircraft (15:104).

In support of the renewed offensive, the 4th Zone Aeronautica Territoriale, received a squadron more of the advanced MC.200 "Saetta" (73 Sqd from 9 Gruppo in Northeastern Italy). Still, this command was to remain primarily a bombing organization with a mix of 134 bombers and 54 fighters. However, the Albanian Air Command shifted from a balance of 40 bombers/35 fighters when the Italian invasion began to 105 fighters and only 26 bombers by the opening of the second

(spring) offensive (15:103). This is indicative of the Italian determination to wrest control of the air from the RAF and EVA -- something that they had yet to do. The plans for the Italian Spring Offensive included heavy bombardment against the front lines and strafing attacks on enemy airfields and sweeps through the skies over the battle area by large formations of the newest Italian fighters.

While the RAF's W-Wing bore the brunt of the renewed offensive, the EVA was caught in the midst of a large reorganization. The Fighter Command, which was down to no more than six Gladiators, twenty P.24s (approximately 12 serviceable) and six operational Bloch 151s, received limited reinforcement from the hard-pressed British. The 21 Mira at Paramythia received a pair of well-worn RAF Gladiators at the first of the month (15:107) and another two at the end of the month (15:123). The combat arm had also suffered serious attrition. Its most effective unit, the 32 Mira, was down to no more than six Blenheim IVs but, at this time, was reinforced by six ex-RAF Blenheim Mk.Is. In RAF service this model had suffered a high loss rate at the hands of the Regia Aeronautica fighters and its cumbersome bale-out procedures did not endear it to the Greek air crews. Still, it was the only bomber reinforcements available (15:107).

The Army Co-operation units had practically been eliminated from the EVA order of battle. The excessive age and the intense wear had rendered the few remaining biplanes (Potez 25As and Breguet XIXs) largely unserviceable. In order to recover some ground observation capability, a half dozen Do.22Kg maritime recce aircraft were reconfigured from floats to their wheeled undercarriage. The 2 Mira was re-established at Megara airfield on these parasol reconnaissance planes, joining the half dozen or so remaining Hs.126As of 3 Mira (15:286).

As mentioned, the RAF W-Wing absorbed the initial fury of the fresh Italian offensive, the recently deployed Gladiators of 112 Squadron were in action almost every day. Incredibly, these biplanes accounted for four new MC.200s, four G.50s, and two CR.42s for the loss of only two Gladiators (and a Hurricane from 33 Squadron) (15:105-114). On 14 March, the Regia Aeronautica lost another pair of CR.42s in a poorly flown intercept of a Fleet Air Arm (815 Sqd) Swordfish. This FAA unit lost one of these torpedo-bombers in a nocturnal attack on Valona harbor which resulted in the unfortunate sinking of the hospital ship "Po" (15:110-114).

On 12 March the EVA combat Mire were committed to battle once more, the 32 Mira losing one of its "new" Blenheim Is to Italian AA fire: only the pilot escaping from the doomed aircraft. The next day patrolling Italian fighters caught and shot down a Fairey Battle, killing both crew members, one of them the 33 Mira Commander, LtCol Demetrius Stathakis (15:107).

The struggle for air supremacy raged unabated, with RAF bombers hitting Devoli, Valona, and Tirana, losing one Wellington for the destruction of 3 Ro.37s (4 more damaged) and CR.42 (three G.50s damaged). Similarly, Italian raids on Yanina by Z.1007bis and BR.20 bombers and strafing attacks by CR.42s resulted in damage to one RAF Gladiator and an EVA Ju.52/3m in exchange for the loss of one 160 Gruppo CR.42 (15:114, 115).

After a week of furious fighting in the Trebeshinj mountains, the Italian ground offensive stalled, the Greek infantry still in command of the heights of the Albanian ridges. Casualties were high for both sides, however, and the defenders had exhausted almost all of their ammunition and supplies (6:372).

The Regia Aeronautica air offensive, unrestrained by terrain and, after 21 March, unimpeded by weather, continued without respite. The main RAF/EVA air base at Paramythia was finally located by Italian air reconnaissance on that date. At 0635 the next morning 29 MC.200s of 153 Gruppo (4th ZAT) swept in and in an overwhelming strafe-attack, destroyed one RAF Blenheim. That afternoon the raid was repeated, destroying an RAF Gladiator and a disabled Wellington, and on the 26th, they returned to destroy yet another Gladiator and badly damage a third one in the air (15:118,119).

Subsequent air battles over the front resulted in the RAF downing two Italian monoplane fighters (one each G.50 and MC.200) and two trimotor bombers (Cant Z.1007bis) for the loss of one Hurricane and one Gladiator (15:123,124).

Elsewhere, on March 18th, AVRO Ansons of 13 Mira were in action near St. George's Island south of Athens, bombing a sub contact reported by another aircraft of that unit. Even a 230 Squadron Sunderland joined in. Although a sizable oil slick was seen, no Axis sub loss coinciding with this incident has been found in post-war examination of the records (15:116).

In the first week of April, the Regia Aeronautica stepped up its air raids, its Stuka squadrons flying 18 sorties against Allied shipping along the Ionian Coast of Greece, sinking a small freighter and the Greek destroyer "Proussa". In other raids, two Cant Z.1007bis' were lost to RAF Hurricanes during an attack on Volos harbor (15:124-126). The EVA fighter Mire were in action as well and, on 2 April, seven Gladiators of 21 Mira intercepted ten Cant Z.1007bis (35 Stormo and 50 Gruppo Auto B.T.) bombing the rail yard at Florina. One 35 Stormo Cant was shot down by the Greek fighters and a further pair were damaged by the Greek AA guns (15:124).

Three days later the war was to take on a whole new -- and disastrous -- complexion as the Wehrmacht and Luftwaffe weighed in on the thus far rather intermittent and desultory war in the Balkans. This intervention rang the death knell for the inspired Greek defense. But, against a less aggressive and not-so-modern foe, the EVA, with the RAF's considerable assistance, had acquitted itself well, proving itself as tenacious and as resourceful in the air as its ground-bound brethren had been in the mountains of the Epirus and southern Albania. In air-to-

air combat, the Mire Dioxeos had accounted for four fighters and nine bombers of the Regia Aeronautica (Greek AA had accounted for another four fighters and eleven bombers). In addition, they had fulfilled the mundane, but dangerous and vital, tasks of aerial reconnaissance for the army in some of the harshest weather and the most forbidding terrain imaginable. As ill-prepared as any small European nation in 1940, the Greeks alone had proved capable of repelling the aggression of the arrogant Fascists and had registered the first stinging defeat upon the Axis Powers. Embarrassed by association, Hitler was not about to allow Italian armies in Albania and North Africa to suffer complete collapse -- but that is yet another story.

He was a valiant lad;
With his dull gold buttons and his pistol
With a manly air in his stride
With his helmet, a glittering target
With his soldiers to left and right
And revenge for injustice done before him

- Flame upon lawless flame! -

With blood above the eyebrows
The Albanian mountains thundered
Then they melted snow to wash
His body, silent shipwreck of dawn...
The Albanian mountains thundered
They did not weep
Why should they weep
He was a valiant lad.

"Heroic and Elegant Song For the Lost Second
Lieutenant Of the Albanian Campaign"
Odysseus Elytis, 1945 (5:111)

* References were listed in Part I (SAFO #60).

Doug Dildy (SAFCH #844), PSC 1 Box 675, APO NY 09292.

APPENDIX THREE

Known Serials of EVA Aircraft

Aircraft Type	Serial	Source
DornierDo.22Kg	N-25	photo, AWYGC, pg 35
	N-27	photo, AWYGC, pg 3
	N-29	photo, AWYGC, pg 20
	E-33	text, AWYGC, pg 66
Henschel Hs.126A AVRO Anson	N-51	text, AWYGC, pg 288
	N-52	text, AWYGC, pg 288
	N-55	text, AWYGC, pg 288
	N-56	photo, AWYGC, pg 5
	N-57	text, AWYGC, pg 78
	N-61	text, AWYGC, pg 288
Gloster Nighthawk PZL P.24	D-84	photo, AI Vol 18/#6, June 80, pg 308
	D-102	photo, AWYGC, pg 287(camo, w/blk ser)
	D-112	photo, AWYGC, pg 246(camo, w/white)
	D-116	photo, AWYGC, pg 1(bare metal, w/blk)
	D-127	profile, CAWW2, pg 60 (camo, w/blk)

Bristol Blenheim	D-129	profile, FC, pg 35(camo w/blk)
	B-252	photo, AWYGC, pg 18
	B-261	photo, AWYGC, pg 14
Fairey Battle	B-282	photo, AI Vol 20/#3, Mar 81, pg 127
	B-283	photo, AWYGC, pg 16
	B-283	profile, AI Vol 3/#2, Aug 72, pg 88
	B-283	profile, AWYGC, FC, pg 70

Note: Serials were displayed in Greek script, i.e. "D" was displayed as a "Delta" (triangle) on the aircraft

SOURCES:	
AI	AIR INTERNATIONAL
AWYGC	"Air War for Yugoslavia, Greece and Crete"
CAWW2	"Combat Aircraft of World War Two"
FC	FLYING COLORS

"I have a couple of comments on Doug Dildy's article on the Greek Air Force (SAFO #60). As usual, Doug has done an excellent job and I particularly liked his maps, but here are a few minor corrections. Page 109, line 4, main text: the name, I believe, should be Argyropoulos. Page 110, column 1: I've never heard of Horsleys on floats, I believe they were all landplanes. According to Manfred Griehl 'German Short-Range Reconnaissance Planes 1930-1945' the Henschels were designated Hs126K-6. The batch for Greece was completed around June '39, but they were not delivered until December. These may have been A-1s which were held over for the Polish Campaign. Certainly the K-6s delivered were to B-1 standard, an obvious difference was the canopy sliding aft on a sturdy hex-section rail. Page 113, column 2: 'Ferrara', not 'Ferrana'.

"Doug has taken a reference by John Weal (Combat Aircraft of WWII, page 14) to 'standard olive-green/sand-brown finish' to apply to all Greek aircraft. I think John Weal was referring only to the PZLs. I feel pretty confident that the RAF Blenheims were in standard RAF colors, possibly dark earth/light earth. However, Mike Keep's profile in Scale Aircraft Modelling, April 1985, gives dark green/light earth.

"As to the Fairey IIIF and Do-22, I have no information, but it seems unlikely these seaplanes would have been left in their original silver finish which would have stuck out like a sore thumb against the blue Mediterranean.

"Elias seems to have overlooked the two Bu-131 Jungmann and single Fi-156 Storch seconded to the EVA by the Yugoslavs (AWYGC, p.107) in his list of Greek aircraft. I am very keen to document the Storch, as I had for long been skeptical about M.G. Comeau's note in "Operation Mercury" (p.48, Tandem paperback ed.), "A Feiseler (sic) Storch, like a greenhouse with wings, perched among a collection of Greek Dorniers and Junkers along the hanger aprons." I had the feeling that the author was not that well up on his German aircraft, although the description seemed apt enough. But with the new information revealed in AWYGC, Comeau has been vindicated all down the line. I'd like to interview him, if he's still with us.

"My own estimate of camouflage paints used by the Greeks is basically a SWAG (scientific wild-assed guess), but I note that Elias' choice of words (dark green, light earth, etc.) ties in with my ideas. We're also agreed that roundels weren't carried overwing and that the camouflaged Tutors had black-bordered yellow center-sections on the upper wings.

"Hubert Cance did a Greek Bloch 152 in 'Aviation News' Vol.18/5, 21 July-3 August 1989, but I'm dubious about the rudder stripes he shows. Maybe he based his drawing on a pre-delivery photo - invaluable information, if so."

John Gallaspy (SAFCH #955), PO Box 2254, Hawthorne, CA 90251.

[Editor's note: John Gallaspy wrote a letter to the author of "The Anson File" commenting on the Greek Ansons. The pertinent parts of this letter are reproduced below.]

"Your Anson article, in Air Enthusiast #42, was a delight - the new photos and 'gen' are a useful complement to 'The Anson File'. I was particularly pleased to see the photo of Greek 'N61' on p.41. This is only the third photo I've seen of a RHAF Anson and here is the rub: published profiles, including Mike Keep's on p.345 of 'The Anson File', show standard RAF dark green/dark earth topside.

With the best will, I can't positively identify this scheme in any of the three published photos and I am trying to borrow original prints which might support (or refute) the idea of the dark earth/dark green scheme.

"It is true, of courses, that this scheme is often difficult to make out on RAF aircraft (though the colors aren't as hard to distinguish as, say, on Luftwaffe aircraft in the 70/71 scheme). But the fact that none of the three photos of Greek Ansons really bears out the green/brown scheme makes me wonder. I haven't been able to learn what the original Avro delivery scheme was, but many RHAF aircraft were re-camouflaged around the time Greece entered the war in October 1940. It may be that an overall dark color may have been applied.

"Concerning the 'TT' serials of the Greeks: I agree that these should be 'pi' serials. Photographic evidence is the photo of 'pi60', published in 'Flying Review' June 1960 p.75, and again in Air Enthusiast #16 p.28. What the 'pi' stood for, I have no idea; it seems that 'N' (for Naftikis Synergassias - Naval Co-op) was later substituted to bring 13 Moira into line with the general practice."

John Gallaspy (SAFCH #955), PO Box 2254, Hawthorne, CA 90251.

"It was a thrill seeing my "First Kills" article in SAFO #60. There was one typo, however. The KG 77 Do-17E shot down by Gyns was '3Z + FR', not '32'.

"A letter received from G.R. Morrison pointed out one of the remaining problem areas. The code given for Neubert's Stuka, 'T6 + GK', corresponds not to 1St/G2, but to 2St/G2. Morrison says his information indicates that Neubert was promoted to staffel captain in France in 1940 and given 2St/G2. This raises some interesting questions: Could Neubert's code have actually been 'T6 + GH'? It would have been easy to mistake a 'K' for an 'H', especially if hand written. It is a matter of record that Neubert was a member of 1St/G2 on 1 September 1939, so either the code is wrong or he flew a Stuka from the other staffel. Or, Neubert remembers the Stuka he used in France and confuses it with his bird of prey in Poland. Another comment is that no photos are known of any 'Immelmann' Stuka carrying the Scottie insignia until France. Anyone have photos of Stukas in Poland which might shed some light on this problem?

"When I wrote to J. Kitchens, who heads the 'Luftwaffe Circle', the IPMSSpecial Interest group, he replied that although Luftwaffe records are pretty good for a large part of the war, the first few days of WWII in September are virtually void. I would appreciate comments from other SAFO readers on the article and these comments. I am awaiting a response direct from Neubert on these questions."

Michael Dobrzelecki (SAFCH #682), 1720 Long Hill Rd., Millington, NJ 07946.

"I would like to refer to the excellent drawings of the Super Frelon that appeared in SAFO #59, with particular reference to the one carrying the national insignia of Malta. AS far as I can ascertain from my records and from those of my aircraft-spotter friends, no Super Frelon ever carried the Maltese insignia, although several Libyan ones were based on the Island for a number of years. The article shows these, correctly, in Libyan markings.

Charles Stafrace (SAFCH #886), "L-Charix",

Emm. Attard Street, St. Venera, Malta.

"The 1/72-scale kit of the Spitfire Trainer from Farmtex, reviewed in SAFO #60, appears to be identical to that issued a few years ago by Lotnia of Poland.

"As for the full-sized Spitfire Trainer, only 21 were built: T.8 one only (ex MT818, ex N.32) civil registration G-AIDN (many photos available); T.9 three to Royal Netherlands Air Force (H-97 to H-99) photos of all three have appeared; T.9 ten to Royal Indian Air Force (photos available); T.9 six to Irish Air Corps (Nos 158 to 163) (photos of all 6 have appeared); T.9 one to Royal Egyptian Air Force (ex G-ALJM) (no photos). Orders for T.9 were cancelled by Norway, Denmark, Argentina, and Iraq.

"Two conversions are known: F.9 one converted in USSR - rear hood as front not blown like trainers built from scratch (one photo repeated in many publications); F.5c one field-conversion by South African Air Force - open cockpit in front of existing one (ES127).

"Most of this information has been gleaned from 'Spitfire - the History' by Eric Morgan and Edward Shacklady."

Denis Hurl (SAFCH #326), 3 Spire Ave., Whitstable, Kent, CT5 3DS England.

"On the morning of 2 September 1991, RNZAF CT-4B Airtrainer NZ1934 crashed about 100 km west of Christchurch. The aircraft was flying a mountain sortie from Wigram. The crash occurred some 10 km east of Lake Heron, between Mt. Hull and Mt. Sumers. The instructor was killed and the pupil injured. The Airtrainer ended up nose-down on the snow covered mountain side, the port wing torn off, but apart from this it appeared largely intact. However, Air Force engineers have recommended that NZ1934 be written off, but this has not yet been confirmed officially. The cause of the crash has not been released. The unit was the Pilot Training Squadron of the Flying Training Wing at Wigram.

"On 4 September 1991, a 74 Squadron TA-4K Skyhawk, NZ6252, suffered a bird strike on its windscreen while making a low-level practice attack on the frigate HMNZS Canterbury. The aircraft was not seriously damaged and the pilot landed safely at Harewood Airport, Christchurch.

"On 20 November 1991 Strikemaster NZ6369 crashed north of Taupo on North Island. NZ6369 was being flown by Flight Lieutenant Craig Tanner, as instructor with 14 Squadron, when it crashed into a forest and was totally destroyed. Three helicopters with monsoon buckets, one RNZAF Iroquois, and two civil aircraft fought the resulting fire. 14 Squadron was on a Falcon Roost exercise, which gives the pilots a chance to train over unfamiliar territory. It had originally been intended that 4 Aermacchi MB339CB and 6 Strikemasters would take part, but a problem with the seat harnesses of the MB339 meant that only 2 were available at the start of the exercise. These two, and 8 Strikemasters, were based at Tauranga airport for 10 days, 18-27 November. Following the crash, the Strikemasters were grounded, but resumed flying on 22 November when they were declared structurally sound. When the seat-harness problem was fixed, two more MB339 joined the exercise, which ended with the originally planned mix of 4 MB339 and 6 Strikemasters.

"The only other Strikemaster lost to date is NZ6367

Continued on page 19.^W

SIKORSKY S-58

Hubert Cance

Argentina: 1 HHS-1 (lost in 1961); 2 S-58T (ex West German modified by Carson-USA). Operators: Presidential transport, 1 Brigade Aerea, Departamento de Aviones Presidenciales, Air Base El Palomar near Buenos Aires.

Belgium: 7 S-58C (ex-SABENA); 5 S-58 (s/n SA-145/146 and SA-183/185). Operator: Heli-Flight (later 40th Sqn. Heli.) 1961/86, Coxyde.

Brazil: 6 SH-34G (ex US Navy) (s/n 8050/55). Operator: Marina (Navy), Base Aeronavale de Sao Pedro de Aldeia.

Canada: 6 S-58 (s/n 9630/35).

Chile: 3 SH-34J (s/n 51/53).

Central African Republic: 4 H-34. Operator: Air Force, Bangui.

Costa Rica: 2 S-58T (furnished by the USA). Civilian markings. Operator: Guardia Civil, border patrols.

Haiti: 6 CH-34C. 2 S-58T (modified by Orlando) (s/n H1/8). Operator before the revolution: Transport, Bowen Field.

Indonesia: 23 UH-34D (ex Marine Corps via USAF) (12 updated as S-58T by California Helicopters Inc.). Operator: Air Force, 2nd Sqn., Halim Air Base.

Iran: 10 HH-34F. Operator: Air Force, SAR. 10 HH-34F. Operator: Army, SAR.

Israel: 24 HSS-1N (via West Germany).

Japan: 17 S-58 (s/n 8551/58 & 8561/69). Operator: JMSDF, Ohminato Koku-Tai, Aomori; Tateyama Koku-Tai, Tateyama, SAR.

Laos: 42 CH-34C (including 24 coming from Vietnam). Operator: Vientiane.

Morocco: 4 HH-34B. Operator: Air Force, SAR.

Nicaragua: 12 S-58T (ex CH-34). Operator: Fuerza Aerea Sandinista. Managua.

Netherlands: 23 UH-34D (ex US Marine Corps); 11 SH-34J (s/n 135/145). Operator Navy, 48th Sqn., Karel Doorman (Carrier).

Philippines: 2 H-34. Operator: Air Force.

Taiwan: 7 CH-34 Choctaw (US assistance). Operator: Army.

Thailand: 18 S-58T (ex CH-34C modified by Thai-Am Inc. in September 1977); 40 CH-34C. Operator: Transport (CH34C); Anti-guerilla (S-58T), 6th Wing, 63rd Sqn., Korat Air Base.

Uruguay: 2 SH-34G (ex US Navy) (s/n A-061/062); 4 SH-34J (ex US Navy). Operator: Aviation Naval Uruguayana, Base Aeronavale 2 Captian Curbelo, Laguna del Sauce.

South Vietnam: 21 CH-34C.

SIKORSKY S-58 VARIANTS

US Navy (Seabat):

XHSS-1 prototype; HSS-1 ASW; HSS-1F test bed for twin turbine T-58; HSS-1N all weather and night version; HSS-1Z VIP.

US Marines & Coast Guard (Seahorse):

HUS-1 liaison & transport; HUS-1A amphibian; HUS-1G SAR (USCG); HUS-1L polar (antarctic); HUS-1Z VIP (special version for the White House).

US Army / Export / US Navy and Marines post 1962 (Choctaw): H-34A liaison; VH-34A VIP; CH-34A see H-34A & HUS-1; H-34B improved avionics; CH-34B see H-34B; H-34C improved avionics & research equipment; CH-34C see H-34C & HSS-1N; HH-34D SAR version of HUS-1 for USAF reserve; LH-34D see HUS-1L; UH-34D see HUS-1; VH-34D see HUS-1Z; UH-34E

see HUS-1A; HH-34F see HUS-1G; SH-34G see HSS-1; VH-34G see HSS-1Z; SH-34H see HSS-1F; HH-34J see SH-34J, transferred to the USAF for SAR; SH-34J see HSS-1N.

France / Export (Mammoth):

Sikorsky S-58: H-34A & HSS-1 delivered kited to Sud Aviation; Sud-Est S-58 (SE-58): H-34A & HSS-1 produced under Sikorsky licence.

Civilian:

S-58B Civil transport; S-58C Passenger transport; S-58D Convertible Freight/Passenger.

Carson & Orlando:

S-58T: H-34 all versions re-engined with Pratt & Whitney PT6T

Orlando S-58:

H-34 re-engined with Wright Cyclone.

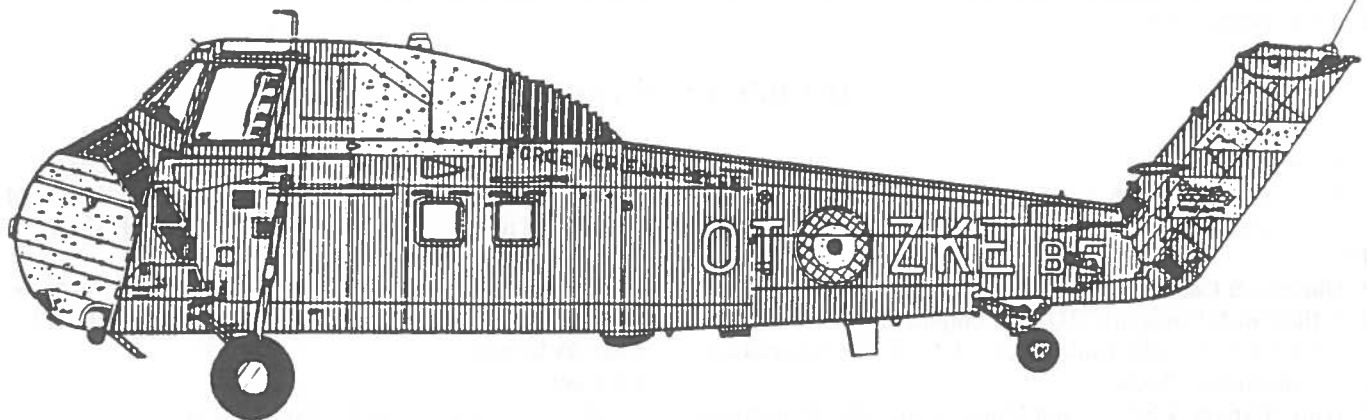
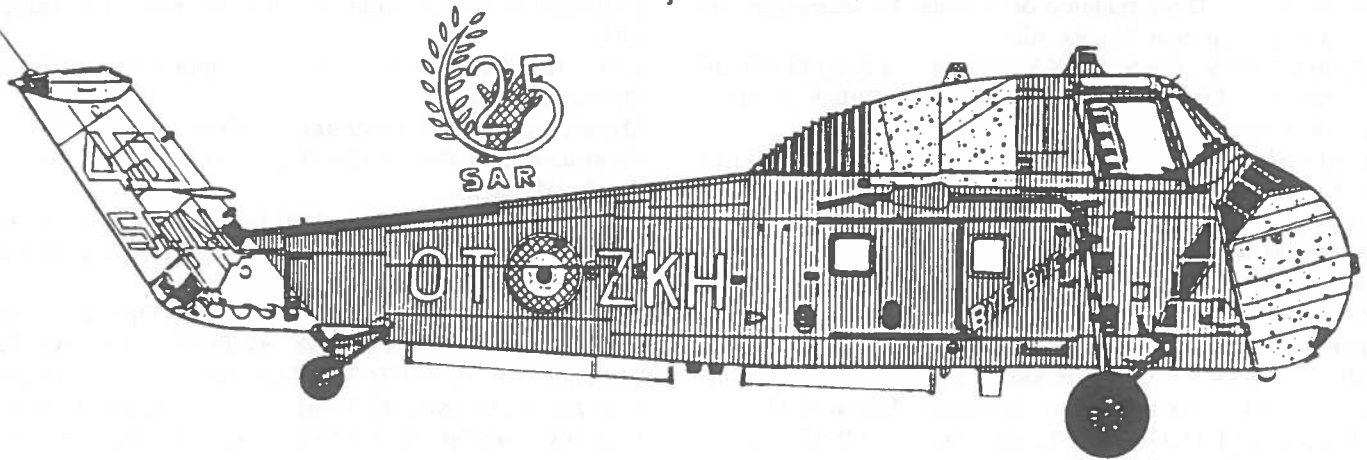
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1. Nam, Vols. 1 and 2.
2. Troupes d'elite, Vol. 13.
3. Air International, Vol. 8, No. 5; Vol. 9, No. 6; Vol. 12, No. 1; Vol. 31, No. 3
4. Small Air Forces Observer, Vol. 11 No. 1 (#41)
5. Squadron Signal: Gunslingers in Action; Airmobile; Navy Air Colors, Vol. 2; USN Aircraft Carrier Units, Vol. 2; Air War over South East Asia, Vols. 1 & 3; VNAF.
6. Guerres et conflits d'aujourd'hui, No. 12.
7. Ouest France: L'aviation Militaire Belge.
8. La Vivrine du Maquettiste, Nos. 9, 12, & 13.
9. Connaissance de l'Histoire, Nos. 6, 12, & 46.

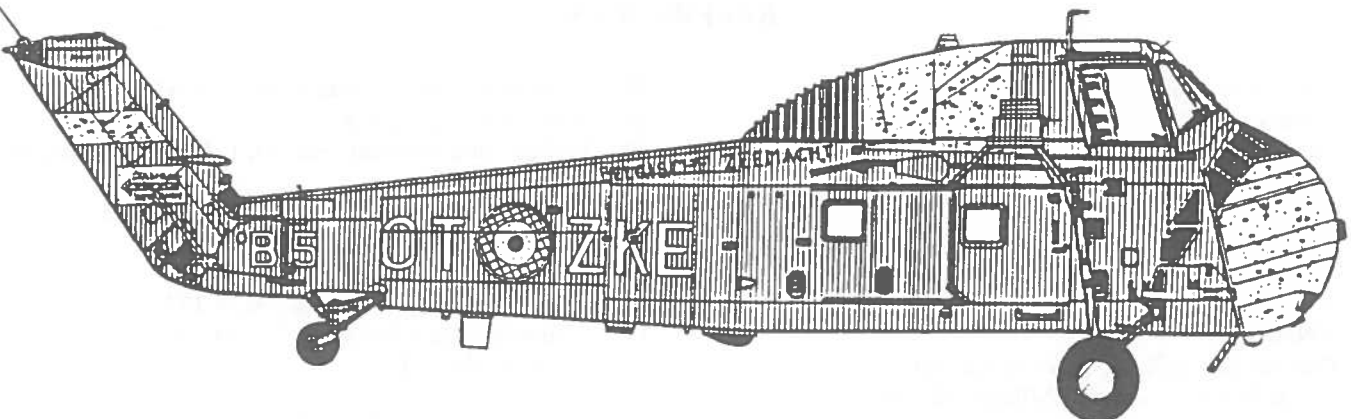
10. Le Moniteur de l'Aeronautique, No. 43.
11. Aero, Nos. 22, 25, & 30.
12. Le Fana de l'Aviation, Nos. 55, 113, 138, 171, 186, 192, 197, 198, & 203.
13. Air Fan, Nos. 1, 7, 10, 18, 45, 92, 96, 102, 103, 113, & 116.
14. Marines Internationales, Nos. 2 & 4.
15. L'encyclopedie des Armes, No. 96.
16. Avions de Guerre, Nos. 68, 100, & 107.
17. L'encyclopedie illustree de l'Aviation, Nos. 63, 105, 173, 176, 141, & 195.

Hubert Cance (SAFCH #809), 56 Bd. E. Lintilhac, 15000 Aurillac, France

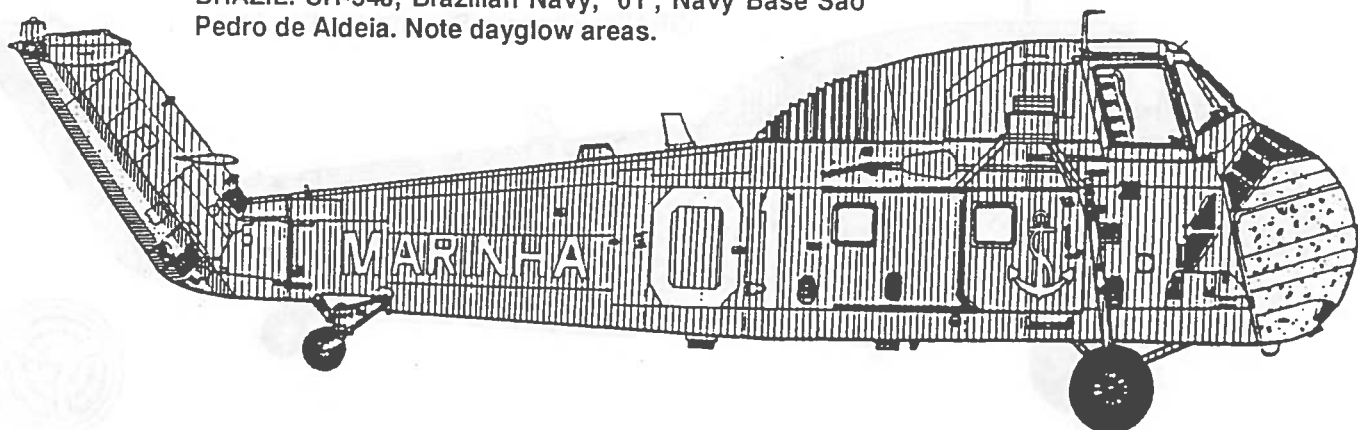
BELGIUM: Sikorsky S-58 (HSS-1), OT-ZKH 'B8', Coxyde Air Base. Note: Special scheme for the 25th anniversary of the Escadrille and the end of the S-58 in Belgain service. '40 SQN' and 'waves' on tail are silver with black outline. Pilot Cdt. Frank Philipppo. Co-pilot Mjr. Ron Peelaers.



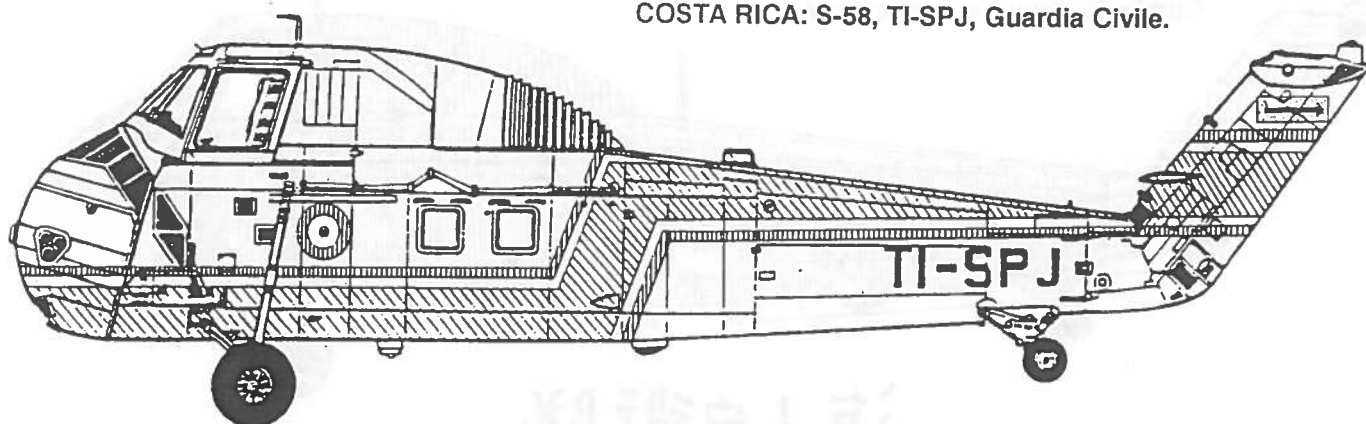
BELGIUM: Sikorsky S-58B, OT-ZKE 'B5', 40th Escadrille (S + AR), Coxyde Air Base. Note: White inscriptions BELGISCHE ZEEMACHT / FORCE AERIEENNE BELGE.



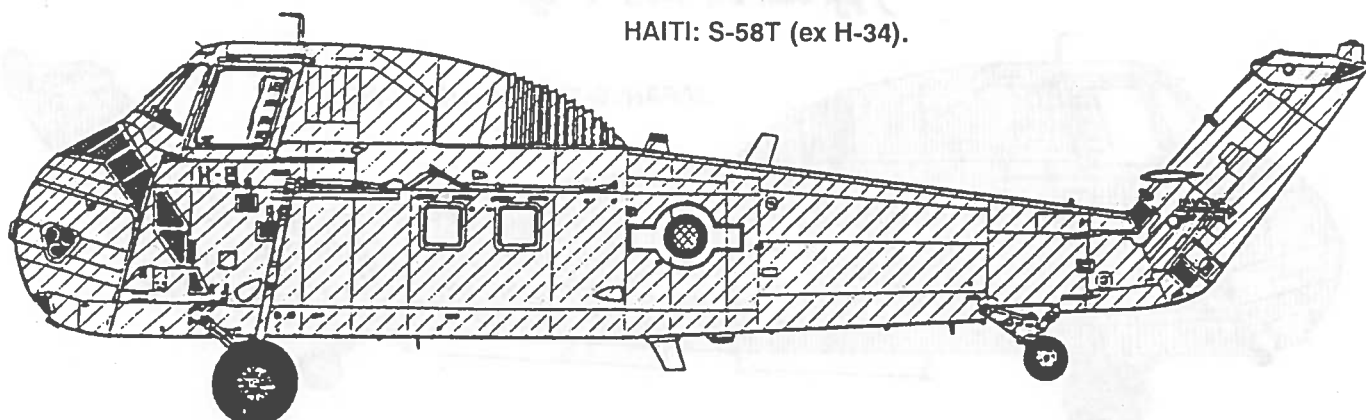
BRAZIL: SH-34J, Brazilian Navy, '01', Navy Base Sao Pedro de Aldeia. Note dayglow areas.



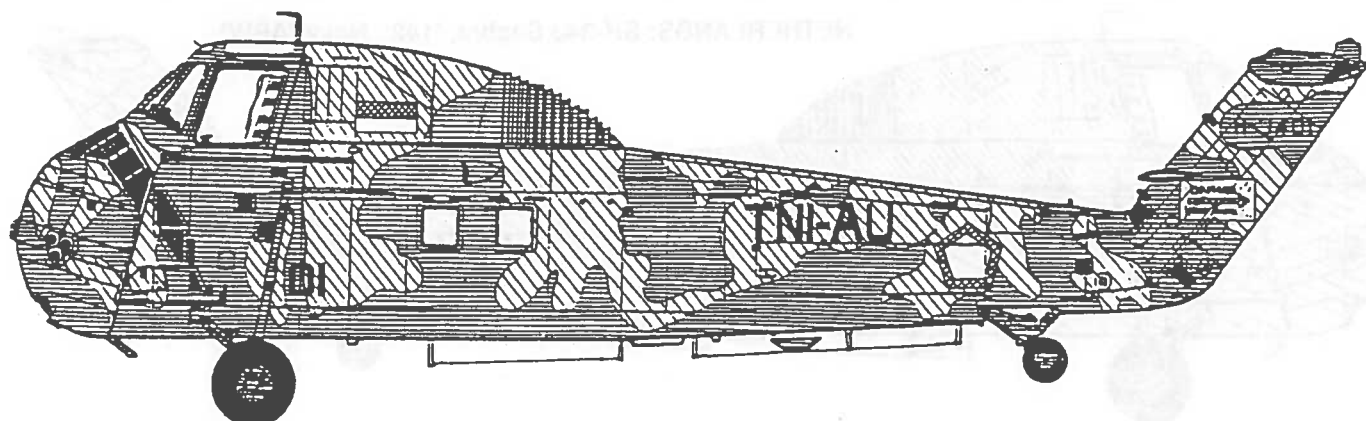
COSTA RICA: S-58, TI-SPJ, Guardia Civile.



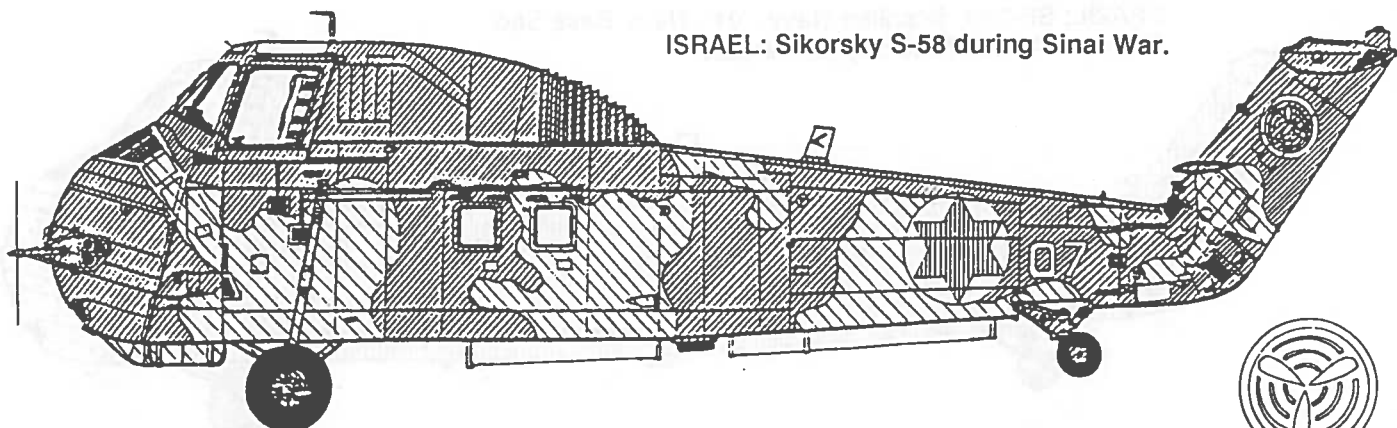
HAITI: S-58T (ex H-34).



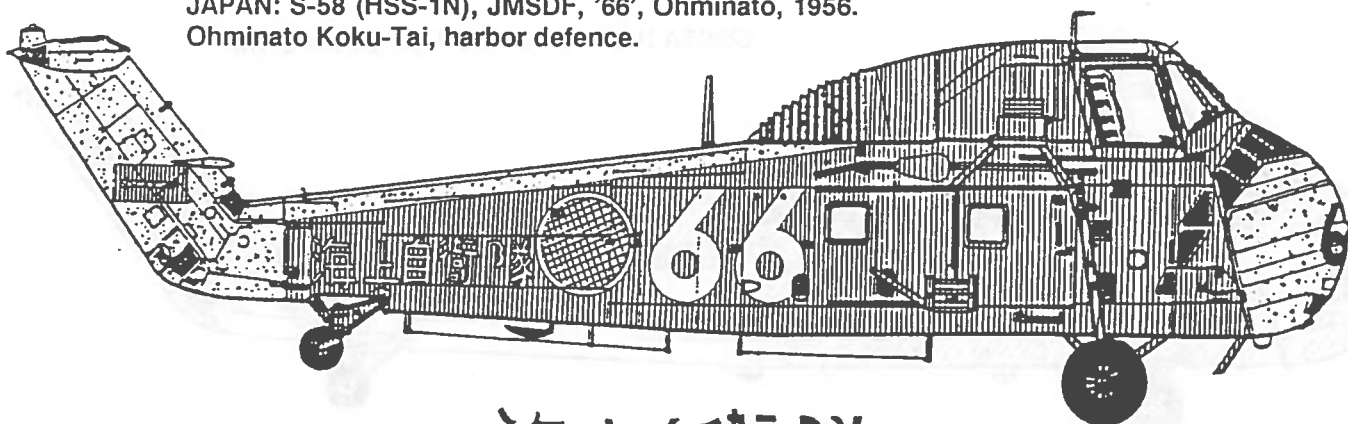
INDONESIA: S-58, TNI-AU, H-3401, Skwadron Udara 6.



ISRAEL: Sikorsky S-58 during Sinai War.

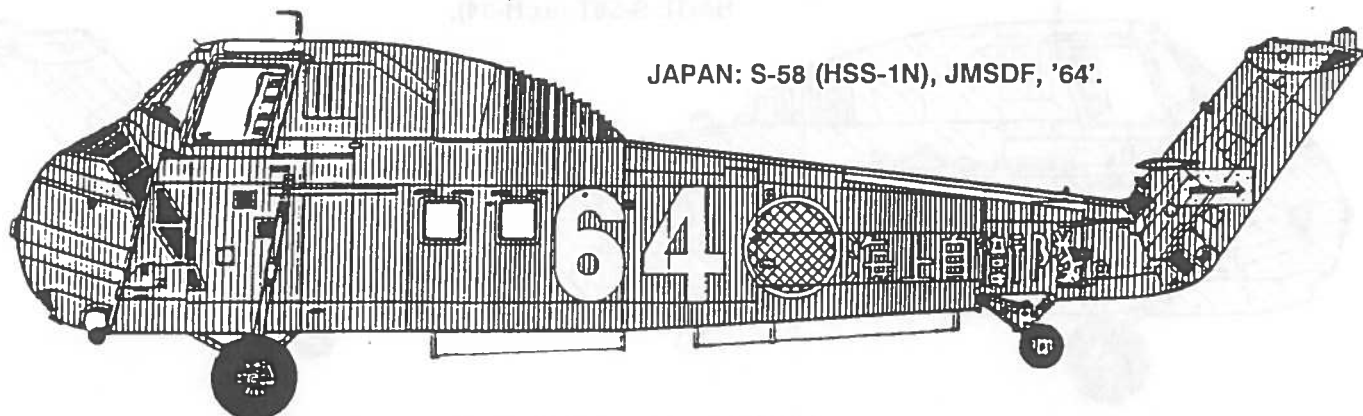


JAPAN: S-58 (HSS-1N), JMSDF, '66', Ohminato, 1956.
Ohminato Koku-Tai, harbor defence.

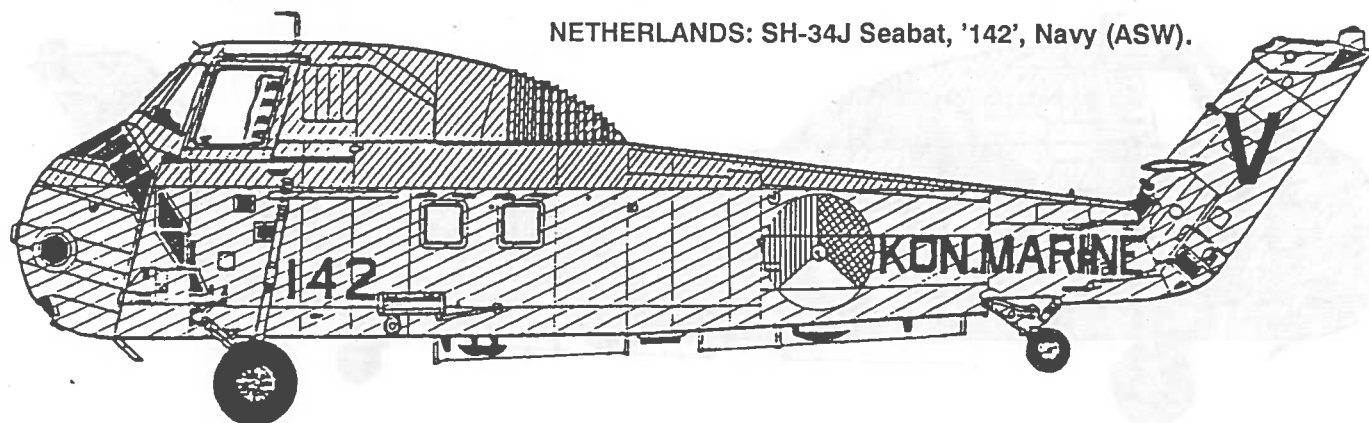


海上自衛隊

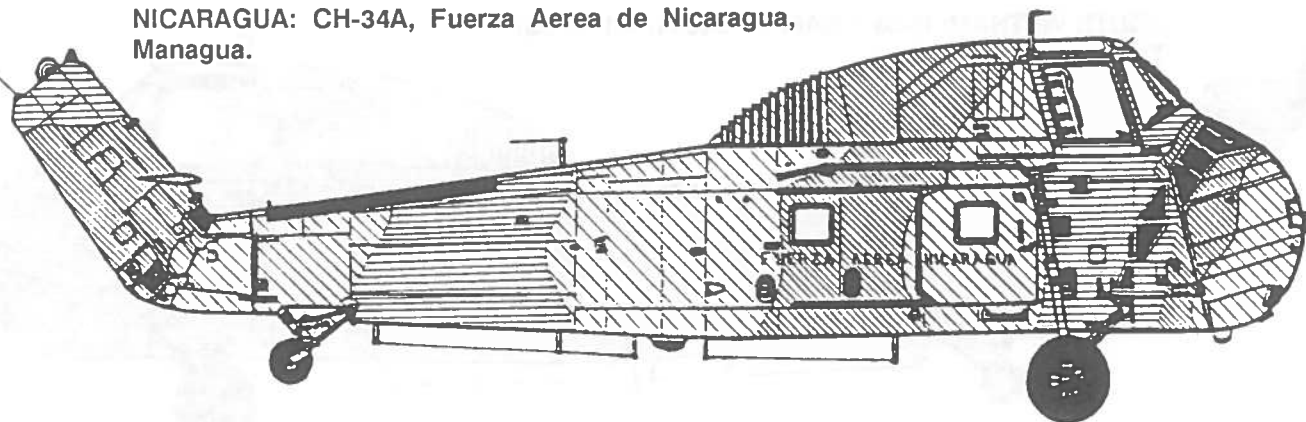
JAPAN: S-58 (HSS-1N), JMSDF, '64'.



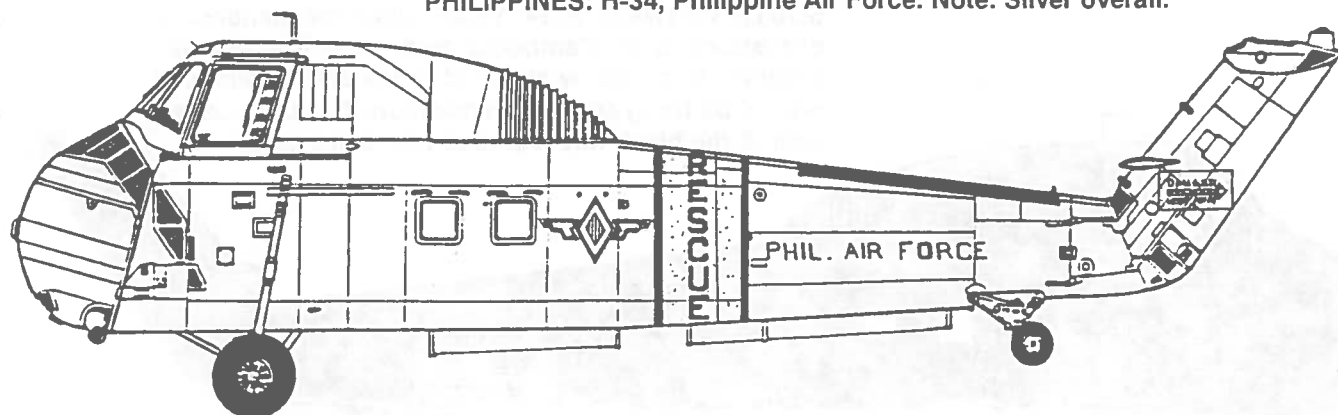
NETHERLANDS: SH-34J Seabat, '142', Navy (ASW).



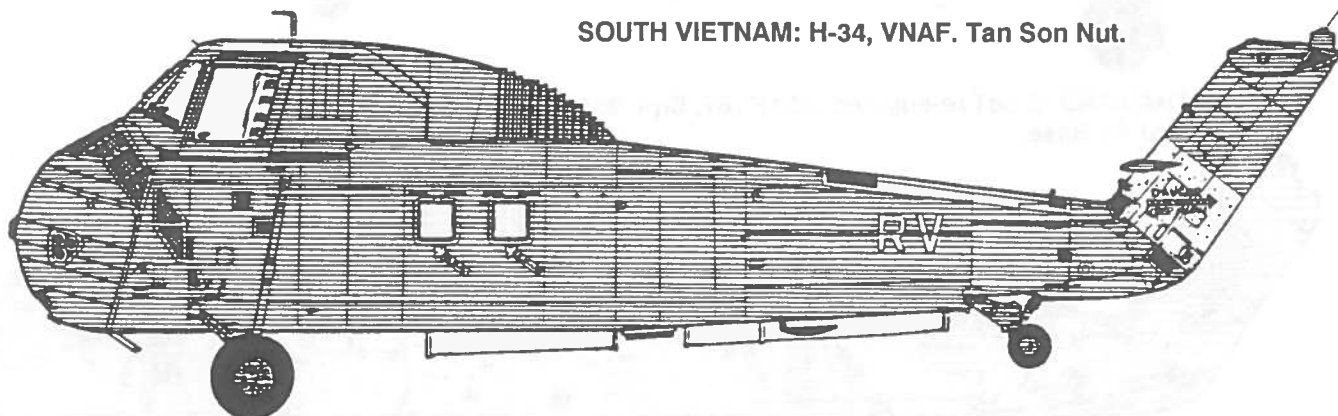
NICARAGUA: CH-34A, Fuerza Aerea de Nicaragua, Managua.



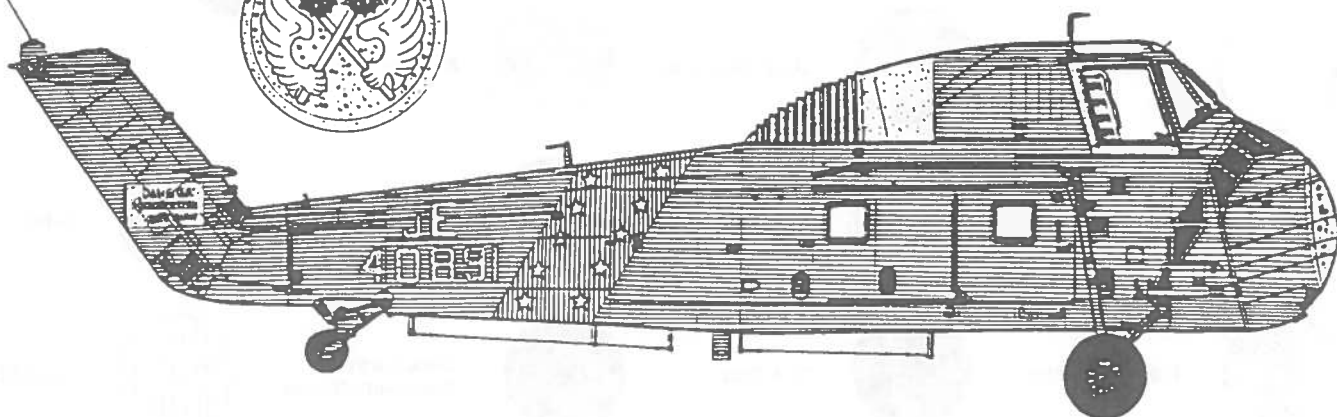
PHILIPPINES: H-34, Philippine Air Force. Note: Silver overall.



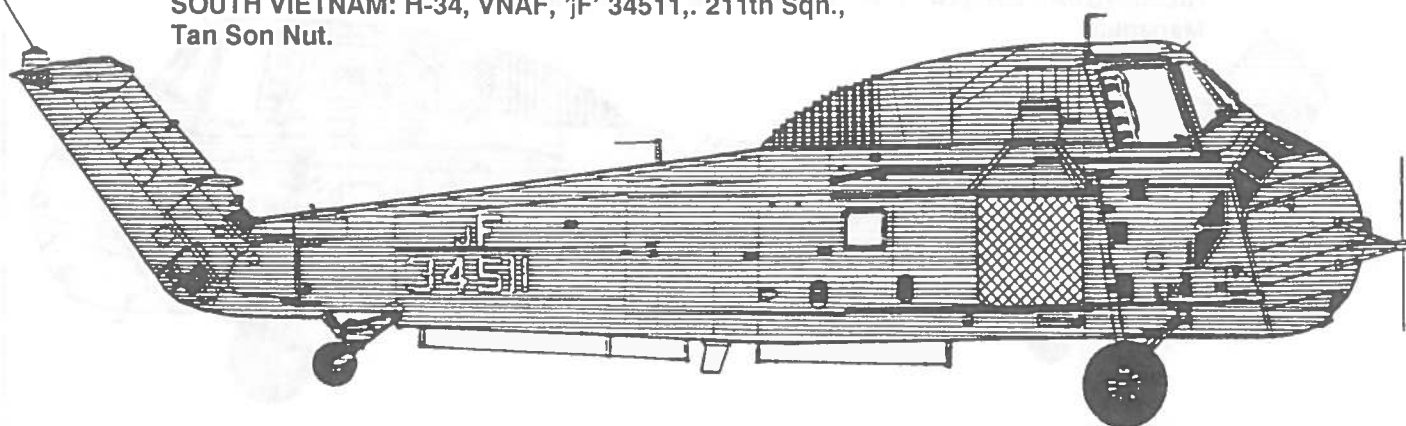
SOUTH VIETNAM: H-34, VNAF. Tan Son Nut.



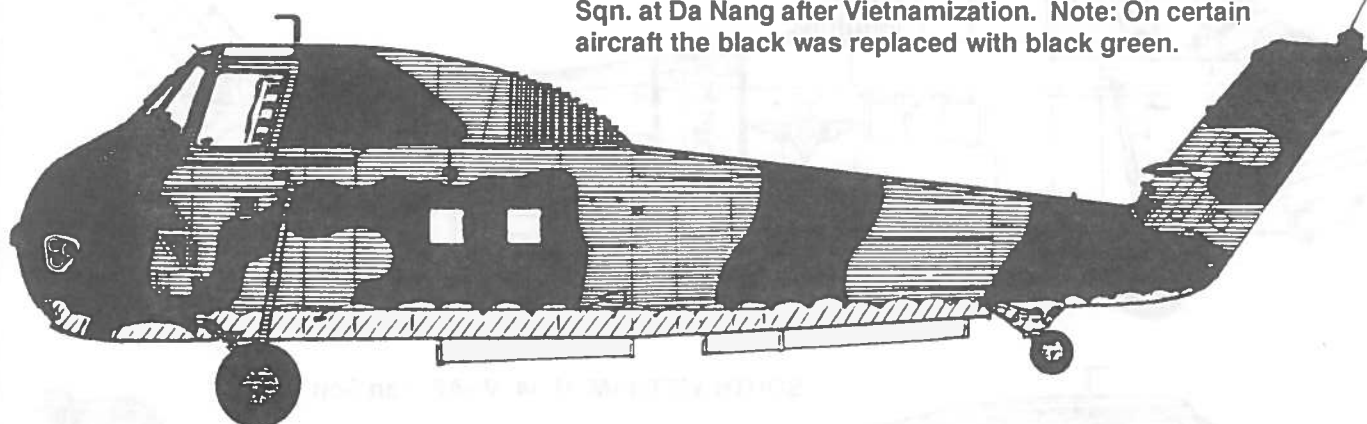
SOUTH VIETNAM: H-34 Choctaw, VNAF, 'JE' 40891, 213th Helicopter Sqn., 41st Tactical Wing, Da Nang, 1966.



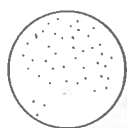
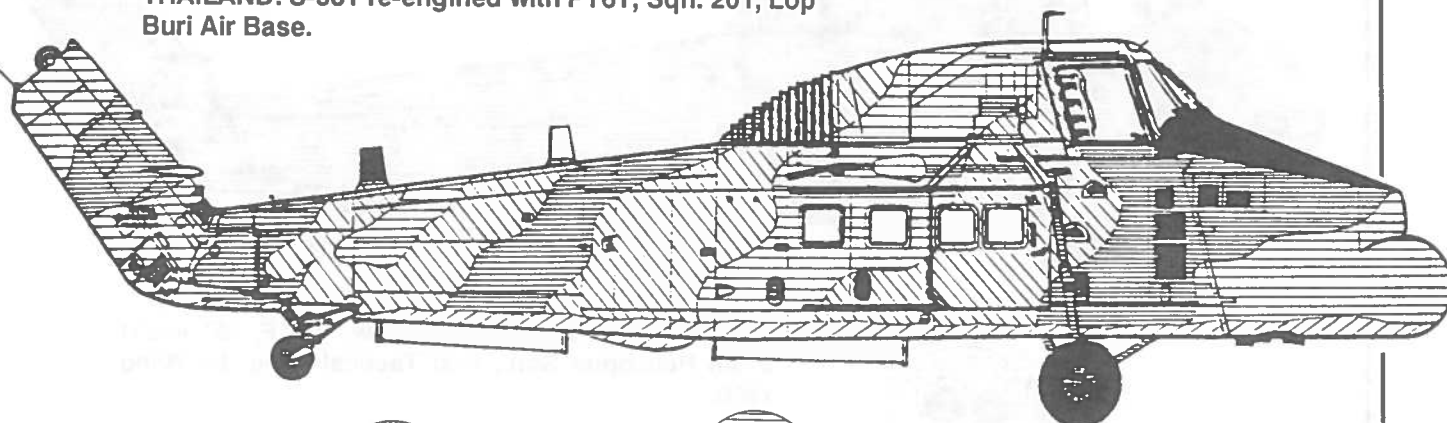
SOUTH VIETNAM: H-34, VNAF, 'JF' 34511, 211th Sqn., Tan Son Nut.



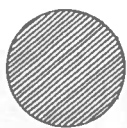
SOUTH VIETNAM: H-34, VNAF. Used for clandestine operations over Cambodia and Laos code-named Kingbee. Supposedly attached to the 219th Helicopter Sqn. at Da Nang after Vietnamization. Note: On certain aircraft the black was replaced with black green.



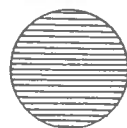
THAILAND: S-58T re-engined with PT6T, Sqn. 201, Lop Buri Air Base.



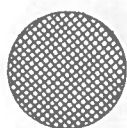
Yellow



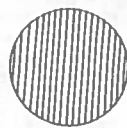
Dark Blue Grey



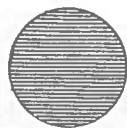
Medium Green



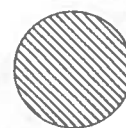
Red



Medium Blue



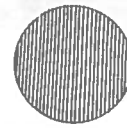
Dark Green



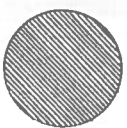
Sand



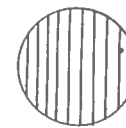
Light Blue Grey



Dark Blue



Dark Earth/
Chocolate Brown



Light Blue

high crashed on South Island north of Christchurch on 3 July 1985 after hitting power cables during a low-level training flight; the pilot ejected safely. NZ6365 was retired in 1990 and is now used for technical training. Of the five Strikemasters grounded in July, two with minor fatigue cracks have been repaired and returned to duty, a third awaits a decision, while NZ6374 and NZ6375, with more severe cracking, are to be retired. By late 1991, the Strikemasters had flown 75,000 hours with the RNZAF.

"The second batch of 3 Aermacchi MB-339CB trainers arrived in early August 1991. These aircraft were flown to NZ in a cargo plane and then assembled and test flown at Ohakea by Aermacchi engineers before being handed over to the RNZAF. They are now beginning to replace the Strikemaster in the weapons training role; the change over should be completed in early 1992. This leaves the Strikemasters to handle advanced flying training for the time being, although it is hoped to have the January 1993 Wings Course train on the MB-339. NZ6462 was flown by Aermacchi in civilian markings (I-TRON) for avionics testing before delivery to NZ in March 1991.

"The RNZAF received its first ever Night Vision

Goggles in September 1991. Additional equipment is due to arrive in November and the first aircraft should be modified for NVG flying by early November. The order is for 15 pairs of the Litton ANVIS 6.

"On 5 October 1991, an Indonesian C-130 Hercules crashed into a government building in Jakarta. Most reports said 132 dead, but a later item said 136 including 122 troopers (paratroopers?) and an Air Force major were killed. At least one of the dead was on the ground.

"The suggestion by Ted Koppel for a series on trading cards sounds most interesting. The March 1990 issue of Aeroplane Monthly had an article on aviation related cigarette cards, one of these being a 50-card set issued by Lambert & Butler in the late 1930s showing aircraft national insignia of the world displayed on various aircraft types, although only a few of the cards were actually illustrated in the article.

"Regarding postage stamps. On 12 August 1991, the Australian Post Office issued a pre-stamped envelope (the 'stamp' is printed directly on the envelope) for the 50th Anniversary of the Australian Air Training Corps. This shows a red/white trainer, and a pair of 3 Squadron F-18 Hornets - very nice. Price 50c (43c stamp). Fiji is

issuing, on 18 November 1991, a set of 4 stamps for the 40th Anniversary of Air Pacific: 54c DH89 Dragon Rapide; 75c DC3; 96c ATR 42; the \$1.40 stamp was not illustrated in the announcement." Paul Adams (SAFCH #5773), 81 Ponsonby Rd., Ponsonby, Auckland 1, New Zealand.

"Embraer-Empresa Brasileira de Aeronautica S.A. has closed a deal to supply ten additional EMB-312 Tucano trainers to the Peruvian Air Force. These aircraft will be delivered through December this year (1991) and will complement the fleet of 20 Tucanos already in the inventory of that air force. The Peruvian Air Force originally ordered the Tucano in 1986. Deliveries began in April 1987 and ended in November of the same year, the aircraft replacing the Cessna T-37. The training syllabus in the Peruvian Air Force includes primary tuition on the Cessna T-41 Mescalero, intermediate training on the Tucano, and advanced training on the Macchi MB-339. Tucano orders now stand at 641 units, of which 466 have been delivered and are in operation with the air forces of 12 countries."

Embraer Press Release, 27 November 1991.

-decals-decals-decals-decals-decals-decals-decals-decals-decals-decals-decals-decals-decals-decals-decals-

LATVIA DECALS. A number of very nice 1/72-scale decals have been sent to the SAFCH Sales Service by a member in Latvia. There are presently three sizes of sheets in this series. (1) 8 cm by 7 cm. (a) Jak-7: 3 Soviet aircraft including white "12" of the Normandie-Nieman regiment with the cross of Lorraine in the tail and shark teeth. (b) Po-2: 3 Soviet aircraft including one one ambulance version with enclosed cockpit and an overall white aircraft on skis serving with a Polish unit. (c) Bf-109E: 3 German aircraft. (d) FW-190A: 3 German aircraft. (2) 8 cm by 13 cm. (a) Blenheim I: 2 RAF and one Finnish aircraft (BL-104 with Moose insignia and light-blue insignia). (b) Buccaneer: 2 RAF and one RAF aircraft. (c) F-4 Phantom: 2 Marine aircraft. (3) 12 cm by 17 cm. (a) Avro Lancaster: 3 RAF aircraft. (b) Boeing B-17F: 3 USAAF aircraft ("Miss Barbara", "Mustang", & "Yankee Doodle"). All these decals are well printed in dense vibrant colors with perfect register and no color bleed-

through. Most sheets include stenciling and instrument panels (black dots without details). If these sheets have any weakness, it is the instructions which, except for the largest sheets, consist of side views only with no indications of the placement of the stenciling and other small items. However, any modeler with rudimentary references on the particular aircraft type should be able to deduce the proper placement for these items.

AEROCOLOURS DECALS, assorted scales.

Vince Klimas (SAFCH #622) writes, "Please find enclosed sample sheets of a new range of airline decals I have recently introduced. I have so far produced a total of 20 different sheets with six sold out. They are silkscreened using high quality lacquer inks and printed on Deca-Flat paper (i.e. no milky residues released when wetted). I do all the art and camera work myself and contract out the printing."

Vince sent an interesting assortment of decals for review. Since they are all of similar quality, I'll review sheet AC405: German Cargo DC-8-73 Freighter, 1/44 scale. The 9 cm by 4.5 cm sheet is very sharply printed with the titles, logo, and registration in dark brown. The German flag for the tail (white, black, red, & yellow), is printed in four separate parts and has to be assembled thereby insuring perfect registration. The instruction sheet includes a side-view drawing indicating placement of the decals and noting the FS595 equivalents for the aircraft colors. The text describes the modification required to the Revell kit (requiring CFM-56 engines available from ATP Inc.), lists commercial paints that match the aircraft colors, and describes the proper application procedures for the decals.

Sheets that are available from Aerocolours are: Northwest Cargo 747 1/144 (\$5.00) & 1/200 (\$4.00); German Cargo 747 1/144 (\$5.00)* & 1/200 (\$4.00); German Cargo 737 1/125 (\$5.00), 1/144* (\$4.00), & 1/200 (\$3.00); German Cargo 707 1/144 (\$4.00) &

1/72* (\$5.00); German Cargo DC-8 1/144* (\$4.00) & 1/200 (\$3.00); DLT Dash 8 1/72 (\$4.00)* & 1/144 (\$3.00); Austrian Metroliner 1/144* (\$3.00). Shipping is \$1.50 extra. Order from: Aerocolours Graphics, PO Box 9518, San Bernardino, CA 92427.

[Editor's note: The * indicates the decals Vince sent for review. These are available through the SAFCH Sales Service at the indicated prices (with no extra cost for postage). Only one of each is available, so if you want to order several, I suggest you order directly from Aerocolours.]

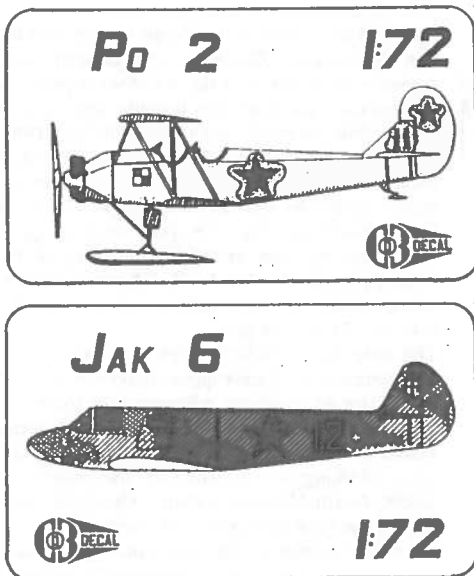
Su-25K Frogfoot & Tornado GR.1/IDS, 1/72-scale decals. Hi Decal Line, Poland.

A new decal company has issued two sheets of decals: No. 72-001 Tornado GR.1/IDS Gulf War aircraft including British, Italian, and Saudi Arabian machines with full stenciling. No. 72-002 Su-25K covers one Iraqi machine '25590' and three ex-Warsaw Pact machines; two Soviet and the now famous sharkmouth Czech Air Force machine with that very attractive young lady. Close inspection shows these decals are of a higher quality than other Polish products and is close to that of the best Western decals. Coming soon are the MiG-29 and Jaguar.

Wojciech Butrycz (SAFCH #981), ul. Facimiech 12A m.25, 30 667 Krakow, Poland.

AERO DECALS: This Polish company now has well over 60 different sheets available. Some new releases for the small air forces are: Finnish, Turkish, & Polish MS-406; Finnish & Chinese I-153; Finnish Hurricane; Spanish Bf-109 Chinese P-40; Canadian & Dutch Firefly; Australian & German Gannet; Polish B-25; South African Canberra; Dominican Republic Beaufighter; and Croatian & Turkish Blenheim.

Wojciech Butrycz (SAFCH #981), ul. Facimiech 12A m.25, 30 667 Krakow, Poland.

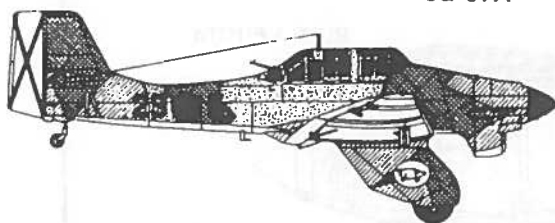


used by each of these countries. This is a super idea, and gives the modeler a realistic view of what the model will look like built in the scheme he chooses. Overall, this is an excellent kits well worth getting if you are into Soviet-made aircraft in this scale. Anyone who takes the time to compare this MiG-17 with the Hobbycraft kit will easily see that the detail, decals, and its overall look is far better than the one produced in Canada. At \$12 retail, this kit is a bargain particular considering what you get. Highly recommended.

References: MiG-17 in Detail & Scale; "MiG-15, 17, and 15UTI", Warplane #96, pages 1906-1916; "MiG-17 Fresco", Aircraft Illustrated; Air Enthusiast, December 1972; SAFO, #36, August 1985.

Boyd Waechter (SAFCH #1201), 305 Jenny Lane, Mandeville, LA 70448.

Ju-87A



Ju-87A Stuka, 1/72-scale, injection-molded kit. MPM.

Two frames of light-brown styrene contain 41 injection-molded parts with finely engraved, accurate panel lines. The cockpit interior has plenty of detail and the vacuformed canopy is thin and transparent. The decal sheet, which provides markings for one Luftwaffe aircraft (there are no swastikas), is well printed but glossy. The 4-page instruction sheet is printed in three languages (including English) and has drawings for two camouflage schemes (Luftwaffe 71 + E11 and Condor Legion).

Daniel Petz (SAFCH #623), Na Ladvi 21, 182 00 Praha 8, Czechoslovakia.

Polikarpov I-15, 1/48-scale, vacuform kit with injection-molded parts and decals. MPM.

This kit consist of two vacuformed sheets, a vacuformed windshield, and injection-molded parts (propeller, engine, struts, wheels, instrument panel, pilot's seat, etc.). The 6-page instruction sheet contains 1/48-scale drawings, a technical description (in English), assembly diagram, and camouflage schemes for one Soviet aircraft (yellow "3" in winter scheme) and one Spanish Republican aircraft ("CA-14"). Decals are included for both aircraft.

Daniel Petz (SAFCH #623), Na Ladvi 21, 182 00 Praha 8, Czechoslovakia.

Polikarpov I-16, 1/48-scale vacuform kit with injection-molded parts and decals. MPM.

This kit consists of two vacuform sheets, a vacuform windshield, and injection-molded parts (horizontal tail, landing gear, propeller, pilot's seat, wheel-well covers, instrument panel, pitot tube, etc.). The instruction sheet (in three languages including English) consist of 6 pages and includes camouflage schemes for three aircraft: USSR red "11" winter scheme; USSR white "13" with Cyrillic inscriptions on both sides of the fuselage; post-Civil War Spanish. Decals for all three version are included. There are some interesting new MPM kits programmed for 1992. 1/48 vacuform: FW-58 B and C, Do-217 K and N, He-111 H, Si-204, Pe-2, Tu-2; 1/72 injection: Bu-181.

Daniel Petz (SAFCH #623), Na Ladvi 21, 182 00 Praha 8, Czechoslovakia.

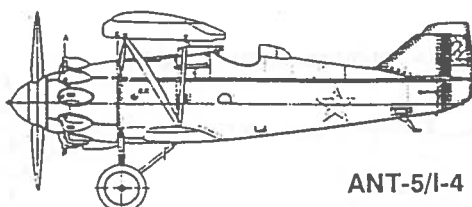
Antonov ANT-5 (I-4), 1/72-scale, vacuform kit.

The I-4, a sesquiplane fighter with corrugated wings and fuselage, seems an unlikely candidate for a vacuform kit, but a small firm in St. Petersburg has done a beautiful job with this subject. Molded on a single sheet of thick, white styrene, 14 cm by 21 cm, are some 51 parts with beautifully executed corrugated surface detail. The only difficult part will be removing the vacuform "pips" without damaging the corrugation. Fortunately, these are positioned where their removal will do the least damage.

Construction is straightforward for a vacuform kit, with the only problem foreseen is the upper wing which consists of a very narrow center section with side side panels on each side. I would have much rather have had the dihedral built in. However, the complex shape of the upper wing is accurately captured. All the small parts are useable, but time can be saved if you find replacements for the propeller, wheels, struts, and interior in the scrap box. You'll have lots of fun putting on the nine little "helmets" on the nine cylinder heads. (Some photos show the engine uncowed, but then you'll have to find an engine and a lot of the charm of this aircraft will be lost.)

The instruction sheet is all in Russian, but the construction diagram is clear enough and the 3-view is outstanding. There are no decals, but then how had is it to find red stars.

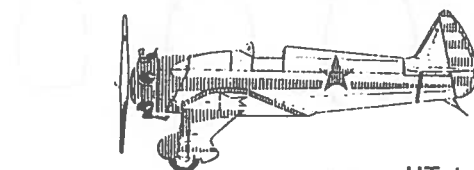
All in all, an excellent kit. I look forward to more kits from this enterprising company. Review sample courtesy of Tapio Huttunen (SAFCH #1169).



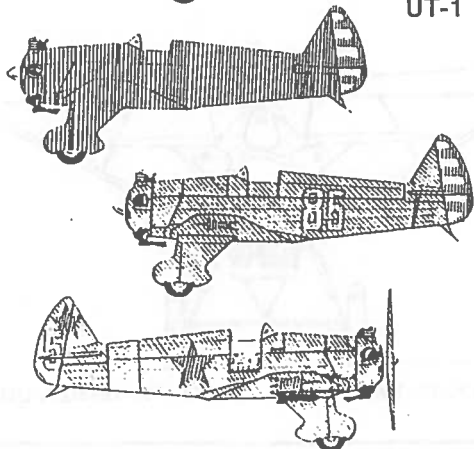
ANT-5/I-4

JAKOLEV UT-1, 1/72-scale, vacuform kit.

This kit of the small, single-seat, monoplane, Soviet trainer has received favorable comment in the modeling press, but I find it a bit of a disappointment. Molded on a single sheet (16 cm by 22 cm) of white plastic (which is rather thinner than I like to work with) are 26 parts with indifferent surface



UT-1



detail. The engine is useless and the all important cowl is unrecognizable. However, the kit should go together rather easily and with a little cleaning up of the surface detail, a new engine, and a new vacuformed cowl, it should make up into a pretty little model.

The instruction sheet is excellent with clear construction diagrams and camouflage schemes for four different aircraft: (1) white with red trim, (2) overall red with red and white rudder stripes, (3) overall Soviet khaki with red and white rudder stripes and yellow fuselage number '85', and (4) overall Soviet khaki with yellow fuselage strip, yellow '5' on rudder, and armed with machine guns over the wing and bombs beneath the wing. Decals include only red stars and the yellow '85's.

This kit is recommend only for the experienced vacuform builder. Review sample courtesy of Tapio Huttunen (SAFCH #1169).

PWS-10, 1/72-scale vacuform kit. BROPLAN, Poland.

I am pleased to announce that, after the release of the PZL P-7a a few months ago, another of the most-want kits from the SAFCH list is now available. This vacuform kit of the PWS-10 accurately displays the characteristic elliptical wing and shape-ly fuselage and tailplane. The fabric covering is beautifully reproduced on both the flying surfaces and the fuselage. However, the wing, molded in two sides, is too flat and a spacer should be inserted between the two sides to assure the correct airfoil shape. The decal sheet provides the markings for two Polish machines: 5.24 of 131 Eskadra Poznan (Flying Ducks insignia) of 1932 and 5.74 of 142 Eskadra (crow insignia) of the same year. The instruction sheet and packaging is sufficient.

I have two major criticisms: (1) The inclusion of markings for a Spanish machine on the otherwise excellent decals sheet would have substantially boosted sales of the kit abroad. (2) The lack of metal or resin parts for the propeller, radiator, wheels, undercarriage, etc. substantially detracts from the appeal of this kit for the casual buyer. I can hardly image making these parts from the vacuformed "bubbles" included with the kit.

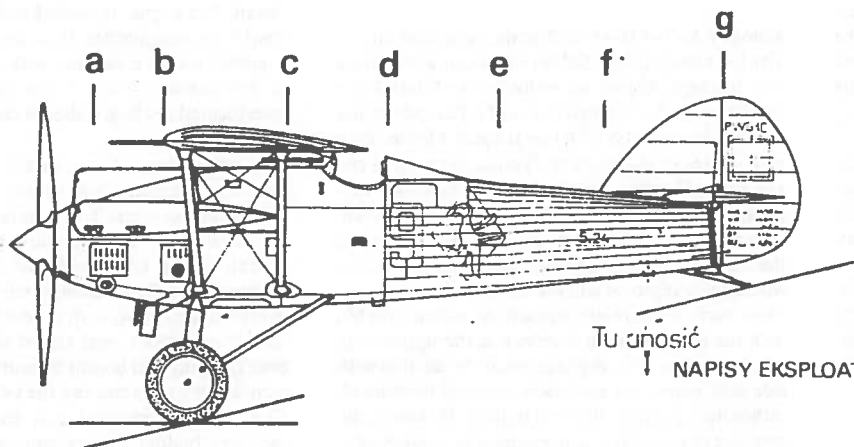
The enclosed drawings were done by my friend Marek Radomski who is also preparing the color plates for an upcoming TBU on the PWS-10. Wojciech Butrycz (SAFCH #981), ul. Pacimiech 12A m.25, 30 667 Krakow, Poland.

PZL P-38 Wilk, 1/72-scale vacuform kit. BROPLAN, Poland.

A second release by BROPLAN is the PZL P-38 Wilk, an extremely attractive twin-engine fighter aircraft that did not proceed beyond the prototype stage. This kit is of a quality similar to their PWS-10, but without decals. Since I haven't built this model and, therefore, can not compare the finished model to photos, it is difficult to judge its accuracy. The panel lines are on the heavy side and the canopy is not as clear as one might wish. However, for the dedicated modeler, it's a good start from which to build a model of a rare small-air-force type.

Wojciech Butrycz (SAFCH #981), ul. Pacimiech 12A m.25, 30 667 Krakow, Poland.

Rumor Corner: I've seen the initial molds of the ZTS kit of the PWS-26 and they look great. ZTS should also release a Yak-9 in U and P versions with decals for the PAF and the Yugoslav AF. PZW is preparing a kit of the Polish WSK Sokol helicopter. All these are injection molded and in 1/72 scale. Wojciech Butrycz (SAFCH #981), ul. Pacimiech 12A m.25, 30 667 Krakow, Poland.



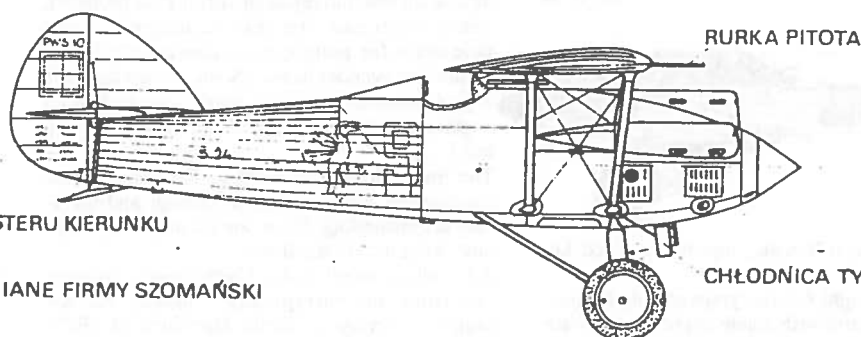
WC 1437 kg
 WW 1109 "
 Csm 47 "
 CP 254 "
 CU 104 "

Tu unosić

NAPISY EKSPLOATACYJNE BIAŁE



ŚMIGŁO DREWNIANE FIRMY SZOMAŃSKI



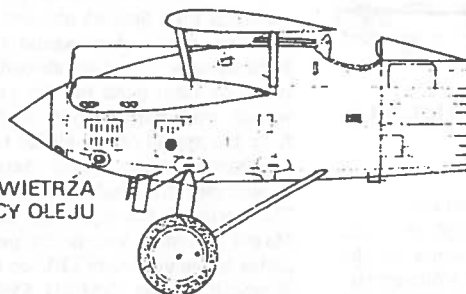
RURKA PITOTA

NAPĘD STERU KIERUNKU

CHŁODNICA TYPU PWS

BOBEK NR 3(G 647)

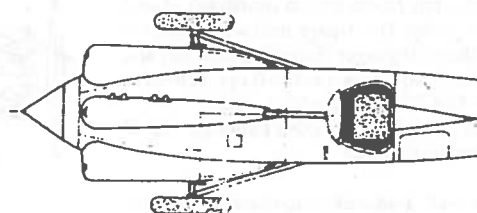
LUNETA CELOWNIKA OPTYCZNEGO



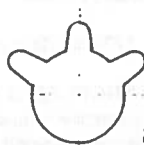
UCHWYT

CHWYTY POWIETRZA
CHŁODNICY OLEJU

STOPNIE



BAGAŻNIK



a



b



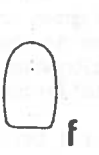
c



d



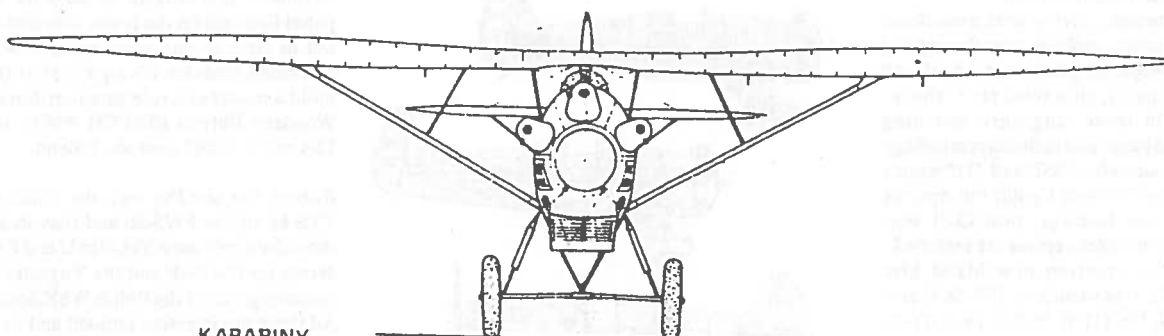
e



f



g



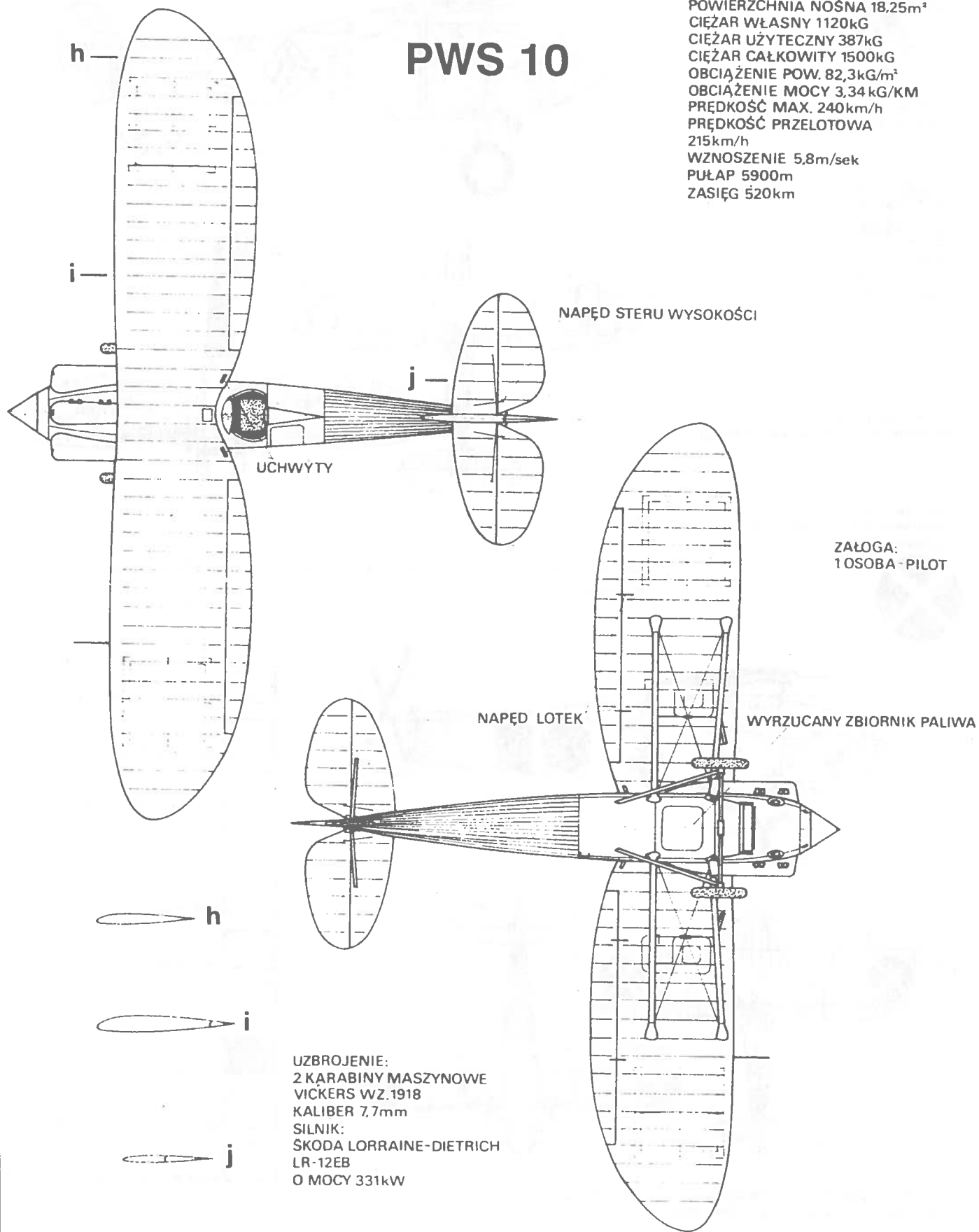
KARABINY

MASZYNOWE VICKERS KAL. 7,7mm

WLOTY POWIETRZA DO SILNIKA

PWS 10

ROZPIĘTOŚĆ 10,5m
DŁUGOŚĆ 7,7m
WYSOKOŚĆ 2,9m
POWIERZCHNIA NOŚNA 18,25m²
CIĘŻAR WŁASNY 1120kg
CIĘŻAR UŻYTECZNY 387kg
CIĘŻAR CAŁKOWITY 1500kg
OBCIĄŻENIE POW. 82,3kg/m²
OBCIĄŻENIE MOCY 3,34 kg/KM
PRĘDKOŚĆ MAX. 240km/h
PRĘDKOŚĆ PRZELOTOWA
215km/h
WZNOSENIE 5,8m/sek
PUŁAP 5900m
ZASIĘG 520km

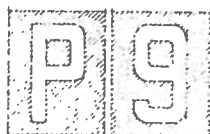




godło 131A Eskadry Myśliwskiej
3 Pułku Lotniczego
na kadłubie



znak rozpoznawczy
lotnictwa polskiego
na płatach (1:72)

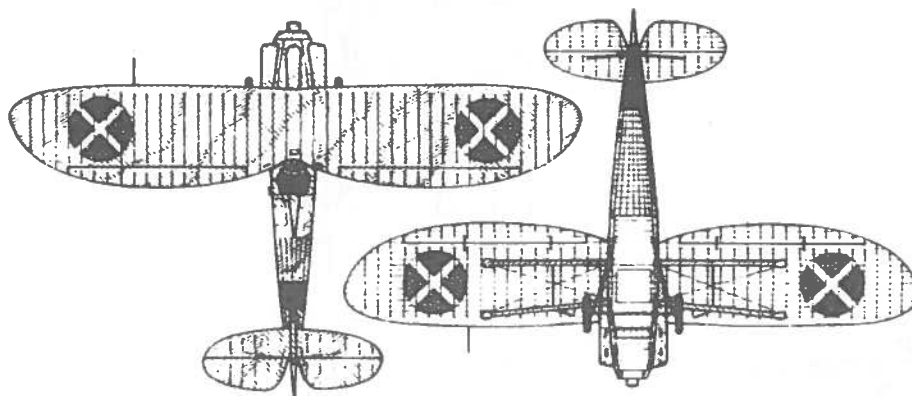
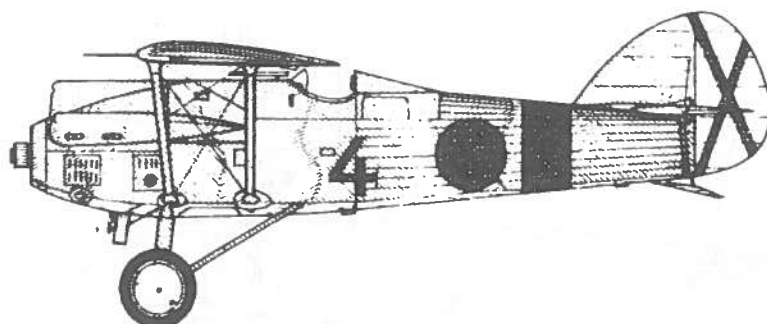


numer taktyczny
na dolnej powierzchni płatów (1:72)

znak rozpoznawczy
faszystowskiego lotnictwa hiszpańskiego
na płatach (1:72)

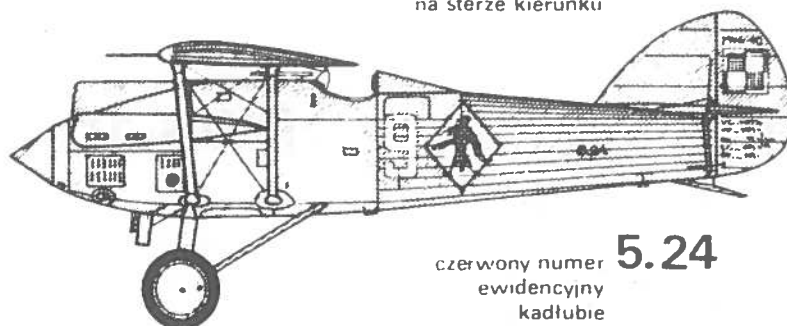


PWS-10 lotnictwa polskiego w barwach 131A Eskadry Myśliwskiej 3 Pułku Lotniczego
stacjonującego w Poznaniu w 1932 roku.

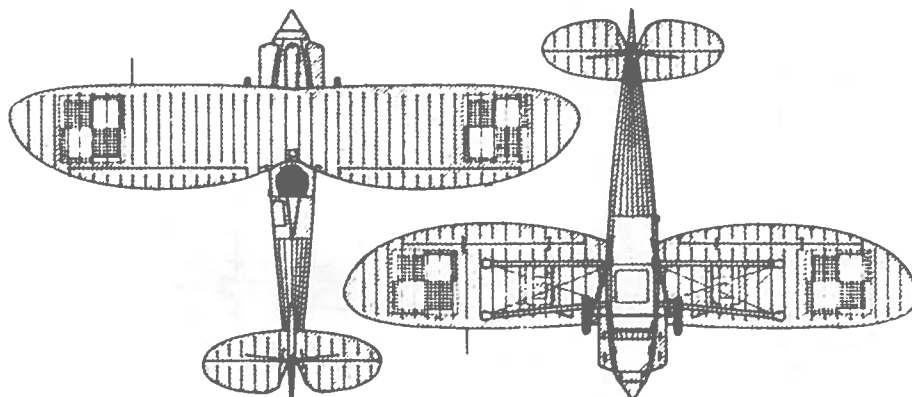












PWS-10(CHIQUITA) lotnictwa faszystowskiej Hiszpanii w barwach szkoły lotniczej
w Jerez de la Frontera w latach 1937-1938.

czerwone oznaczenie typu P.W.S. 10.
na sterze kierunku



czerwony numer
ewidencyjny
kadłubie 5.24



-  oliwkowozielony ciemny
-  zielony ciemny
-  oliwkowozielony jasny
-  ochrowy jasny
-  błękitny
-  czerwony
-  biały
-  czarny
-  srebrny (naturalny metal)
-  brązowy (lakierowane drewno)

ECUADOREAN KFIR C-2 AND TC-2

Alfredo Jurado

In 1976, Ecuador initiated negotiations with Israel for the purchase of 24 Kfir C-2 fighter-bombers. However, since the Kfir is powered by a license-built General Electric J79 jet engine, Israel was required by the terms of the license agreement to obtain the approval of the US government before any Kfirs could be exported to a third country. The US government refused to sanction the deal since its policy, at that time, was not to allow the introduction of sophisticated aircraft into Latin America.

After the collapse of this deal, Ecuador continued to search for a modern strike aircraft, and in 1978 an order for Mirage F.1s was announced. These aircraft, along with the Sepecat Jaguars ordered in 1974 and received in 1977, would endow the Fuerza Aerea Ecuatoriana (FAE) with supersonic capability.

Prompted by the agreements between Peru and the Soviet Union that culminated in purchase by Peru of Su-22 Fitter Fs and advanced combat helicopters, the US rescinded its embargo on the export of the J79, and Ecuador took up an Israeli offer of

extended credit terms and low-interest rates for 20 Kfir C2 fighter-bombers and 4 CT2 trainers. An order for 12 aircraft was placed in 1982 and soon thereafter an option for a follow-on batch of 12 aircraft was exercised. The aircraft arrived in Ecuador in 1984.

The Ecuadorean Kfirs were equipped with Rafael Shafrir infrared-homing missiles and the advanced Python air-to-air missile. All FAE Kfirs were assigned to 2113 Squadron.

The FAE Kfirs saw combat in 1984 when two intercepted two Peruvian Su-22 Fitters which had intruded into Ecuadorean air space. The two Peruvian aircraft were badly damaged by cannon fire from the pursuing Kfirs. One Sukhoi crashed while trying to return to its base, but the pilot saved his life by using his ejection seat.

In response to the recent purchase of Mirage 2000s by Peru, Ecuador is now considering the purchase of 12 advanced Kfir C-7 models.

MODELING THE TWO-SEAT KFIR

The two-seat Kfir TC-2 can be built by converting the Hasegawa/Minicraft Kfir C-2 kit (No. 1149).

1. Assemble the cockpit as illustrated in the kit's instructions. Take a second seat from another Kfir kit or the spare parts box and glue it in the location indicated on drawing "a".

2. Carefully remove the dorsal spine from the fuselage, cutting all the way back to the upper inlet. Glue the two halves of the spine together. While the spine is drying, glue the cockpit assembly and jet exhausts into place and assemble the fuselage halves. When the spine is dry, cut off the rear portion leaving 38 mm as shown in drawing "b". Glue the shortened spine to the fuselage; use filler and sand paper to shape the new spine.

3. Complete the interior of the cockpit by adding a rear-seat instrument panel from the spare parts box. Fill in the space between the back of the front seat and the rear instrument panel with putty and sand to shape.

4. Cut off the nose as shown in drawing "c" removing the pitot tube for later use. Use Epoxy Putty to form a cylinder

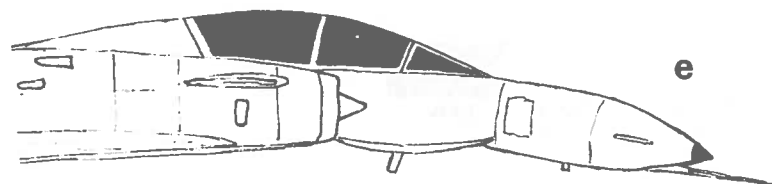
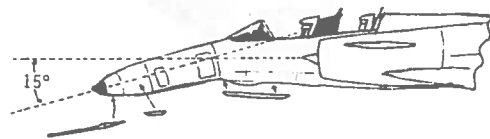
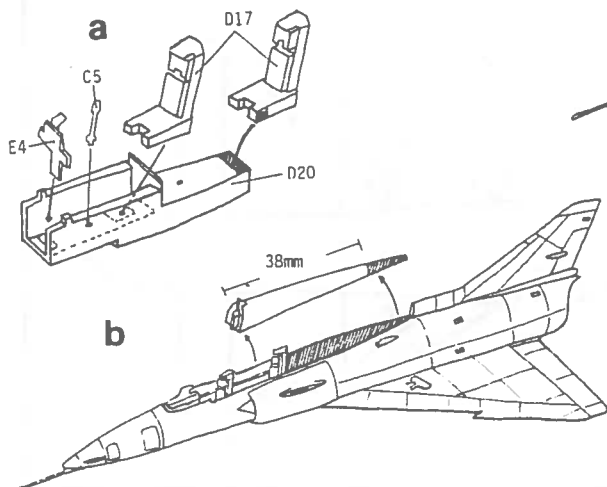
35-mm long and 15 mm in diameter. Place the cylinder on the nose giving it a 15 degree downward angle and let dry for 48 hours or until hard. Using drawing "d" as a guide, sand the new nose to shape (it resembles the nose of the Phantom F4E) and glue the pitot tube into position.

5. Cut two 2 mm by 15 mm ventral stakes from plasticard and place these on each side of the nose-wheel well as shown in drawing "d". Also install the antennae on the nose.

6. The canopy can be constructed using the kit's part E1 and the canopy from Hasegawa's two-seat Skyhawk. See drawing "e". The rest of the assembly is as per the kit's instructions.

7. The Ecuadorean Air Force's Kfir CT-2s carried the same camouflage pattern as their C2s.

Alfredo Jurado (SAFCH #744), Pedro Moncayo 938 y Velez, Guayaquil, ECUADOR

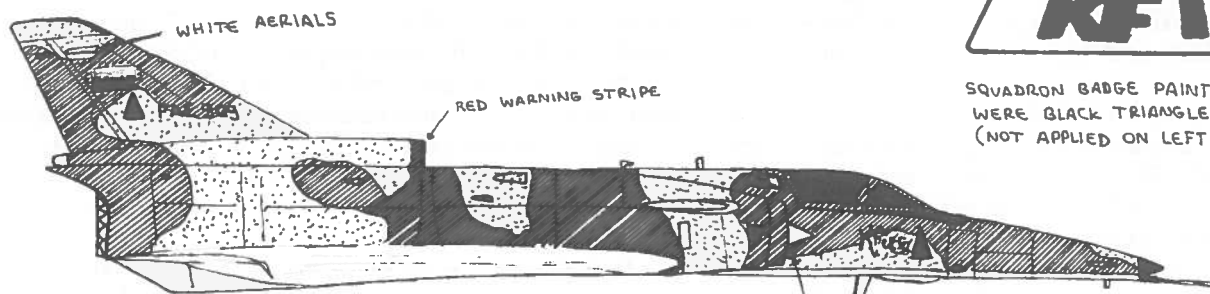


Kfir G2

LOGO PLACED BOTH SIDES
OUTSIDE COCKPIT AREA



SQUADRON BADGE PAINTED ON AIRCRAFT
WERE BLACK TRIANGLES ARE
(NOT APPLIED ON LEFT SIDE)



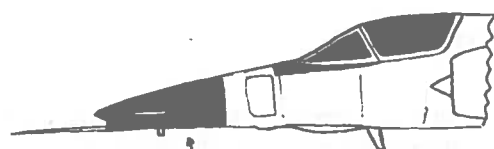
WHITE AERIALS

RED WARNING STRIPE

WHITE INTAKES AND CONES

FLAT WHITE STRUTS, INSIDE GEAR DOORS AND WELLS
WHEELS FLAT ALUMINIUM

BLACK FIN ANTENNA

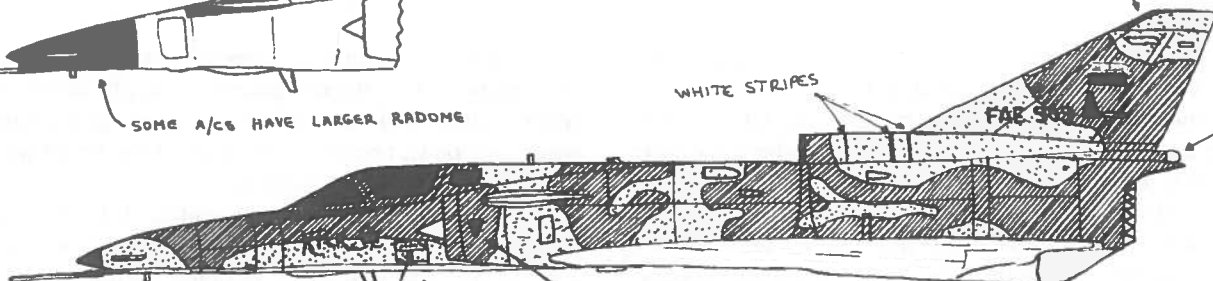


SOME A/Cs HAVE LARGER RADOME

WHITE STRIPES

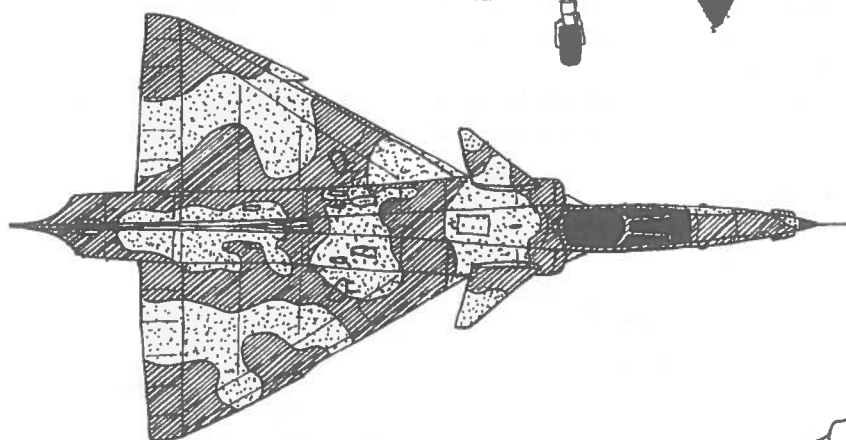
FAE 903

SILVER



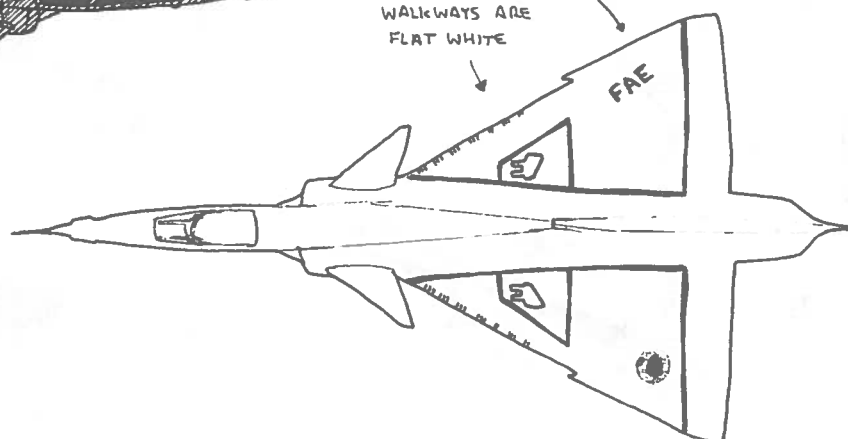
FLAT BLACK

ARMAMENTO



WALKWAYS AND NATIONAL MARKINGS
ON UPPER WINGS

WALKWAYS ARE
FLAT WHITE



CAMOUFLAGE
GREY
FS 36622

LIGHT
OLIVE

DARK
OLIVE

25 SQUADRON RAAF: 1959 & 1990/91

Mike Mirkovic

[Author's note: This article is on the colors and markings of the aircraft of 25 Squadron RAAF during their last year of flying service and on their return to flying status in 1990 - hence the title.]

Mini History: The squadron was originally formed in 1937 at Laverton, Victoria, as 23 (City of Perth) Squadron and moved to RAAF Station Pearce in 1938. On 1 January 1939, it was renumbered No. 25 Squadron and flew Ansons, Demons, and Avro trainers. At the start of WWII, it flew anti-submarine and convoy escort sorties off the West Australian coast. In early 1942 it re-equipped with Brewster Buffaloes and was charged with the air defence of Perth. It later re-equipped with Vultee Ven-gances and flew in the army co-operation role. It again re-equipped, during 1945, with Liberators and flew in the heavy-bomber role until it was eventually disbanded on 9 July 1946.

The squadron was reformed as a Citizen Air Force (CAF) squadron in 1948 and flew Tiger Moths, Mustangs, Wirraways, Winjeels, and Vampires. It was to cease flying operations in June 1960 and was given ground-based duties at Pearce Air Force Base.

25 Squadron was again given flying status in late 1989 and is now equipped with Macchi MB-326Hs and flies as proficiency training of newly graduated pilots and for fleet support duties for naval ships operating out of HMAS Stirling Naval Base, south of Perth.

1959

1. DH Vampire FB.31, A79-215, Squadron Leader C.F. Fivash DFC, early 1959. Overall aluminium lacquer with black serial numbers (also on nose-wheel doors). The gyro housing is bakelite brown.

1a. Nose markings on squadron aircraft in early 1959. Swan is black with orange beak and eye; red '25'; and black script.

1b. Front nose-wheel door showing placement of serial number.

2. DH Vampire FR.31, A79-215, December 1959. Special scheme used on the squadron's standing down, C.O.'s aircraft. Overall Post Office red; light blue serial numbers (also on nose wheel door).

2a. Swan markings are black and white.

2b. Side nose-wheel door.

3. DH Vampire T.35, A79-647, late 1959. Overall aluminium lacquer; black serial numbers (also on nose-wheel door).

3a. Squadron badge: black swan and titles with red "25".

4. DH Vampire FB.31, A79-308, late 1959. Scheme as per drawing 1 and squadron badge as per drawing 3a.

5. CAC Wirraway, A20-636, 1959. Scheme as per drawing 1.

Insignia for the above aircraft: Fin flash is red/white/blue (both side of fins on Vampire); fuselage roundel is red kangaroo/white/blue; wing roundel is red/white/blue RAF 'D' type.

1990/1991

1. Macchi MB-326H, A7-084, 1990. 'FANTA' trainer scheme: upper surfaces are orange with white fuselage sides; undersurfaces are aluminium lacquer (also upper surfaces of ailerons, flaps, and elevators); fin tip is light grey. Serial numbers, anti-glare panel, and leading edges of fin are black.

2. Squadron insignia. Black: swan, outer ring, and border of stripes. Orange: swan's beak and eye. White: inner background. Dark blue and light blue: water under swan (2 of each color). Yellow: fin stripe.

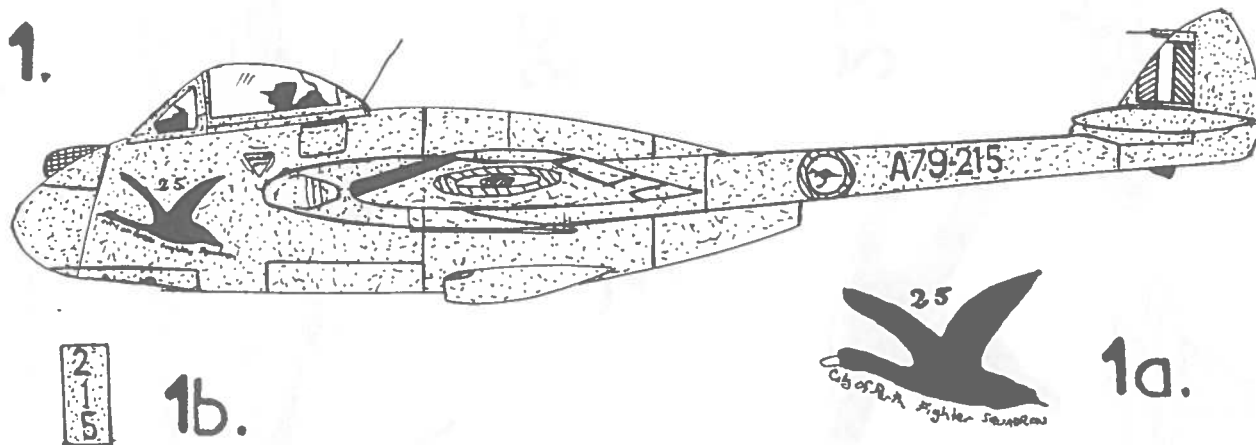
3. Macchi MB-326H, A7-025, C.O.'s aircraft, Wing Commander G.J. Ennis, DFC, 1991. Current camouflage scheme: upper surfaces are dark sea grey and olive green; undersurfaces are light aircraft grey; serial numbers and fin numbers are white; black "RAAF RESERVE" and anti-glare panel; fin badge as per drawing 2.

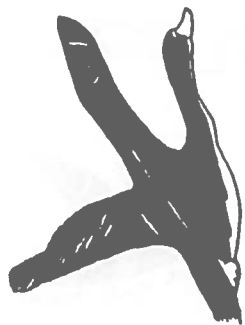
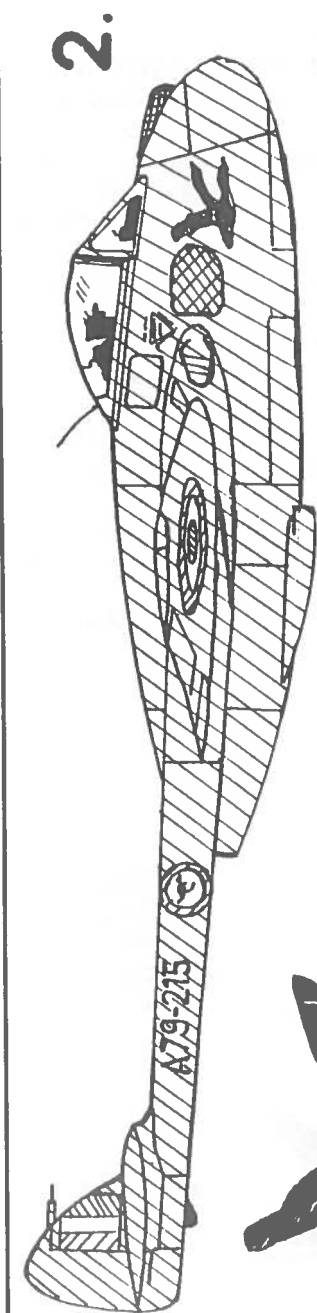
4. Macchi MB-326H, A7-084, 1991. Maritime Strike scheme: Overall dark sea grey; white serial numbers and fin numbers; black squadron badge.

Insignia on Macchis: Fin flash is red/white/blue. Roundels are red kangaroo/white/blue in six positions.

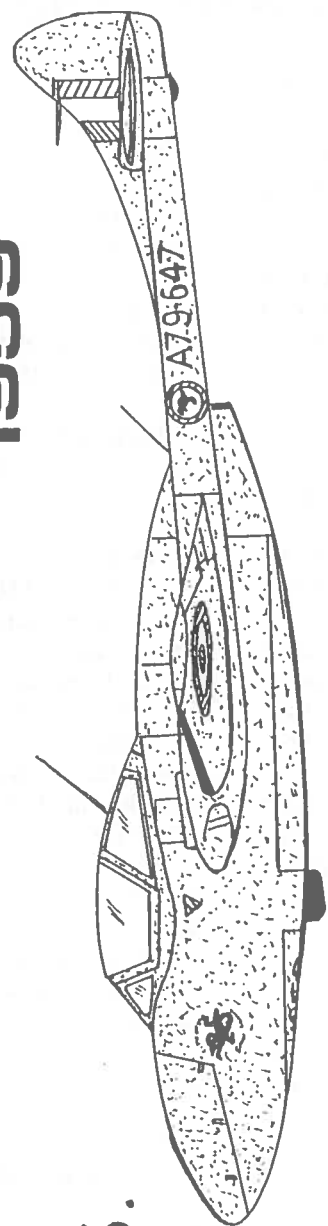
Photos on page 2.

Mike Mirkovic (SAFCH #465), 807/180 Goderich St., Perth, WA 6000, Australia.



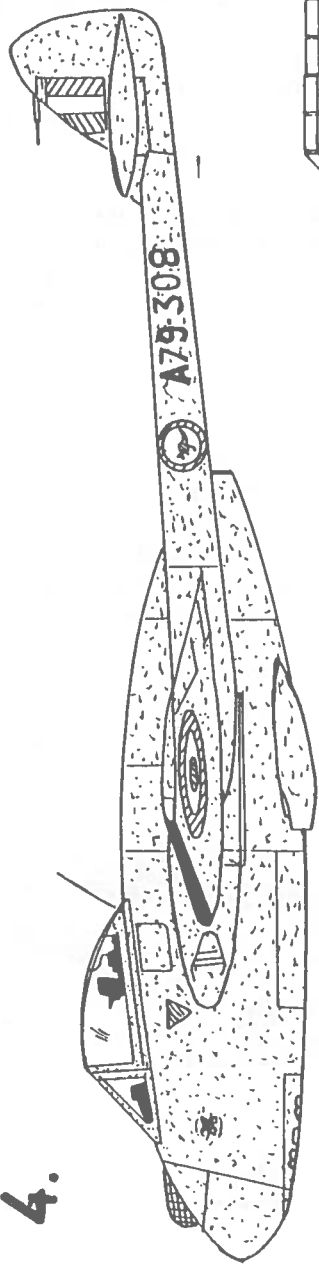


25 SQUADRON 1959

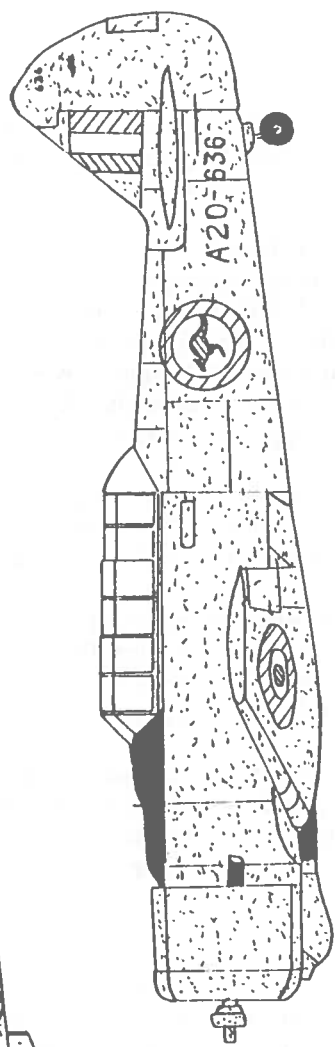


3d.

4.



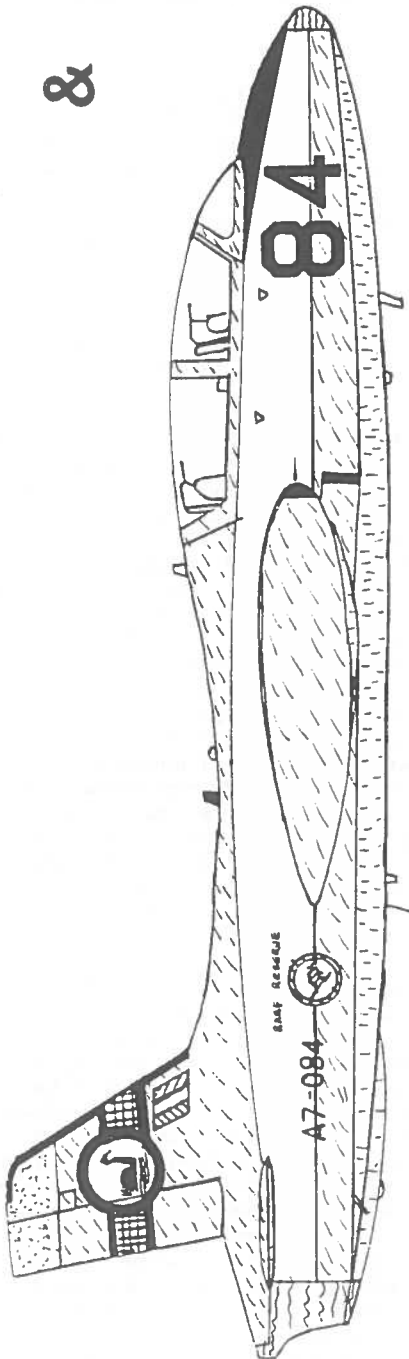
5.



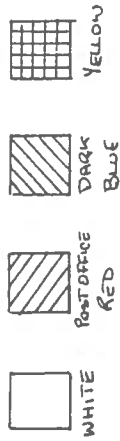
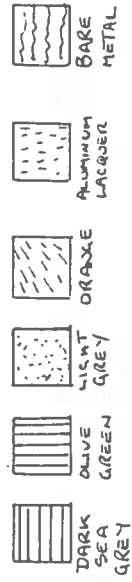
ALUMINIUM LACQUER	WHITE	DARK BLUE	MATT BLACK
BARKERLITE BROWN	POST OFFICE RED	POLISHED METAL	

& 1990-91

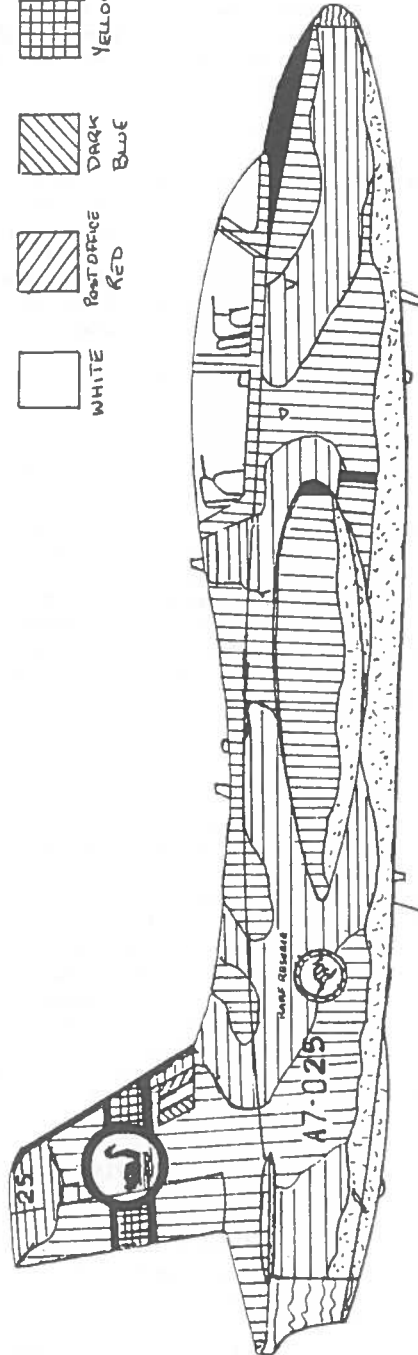
1.



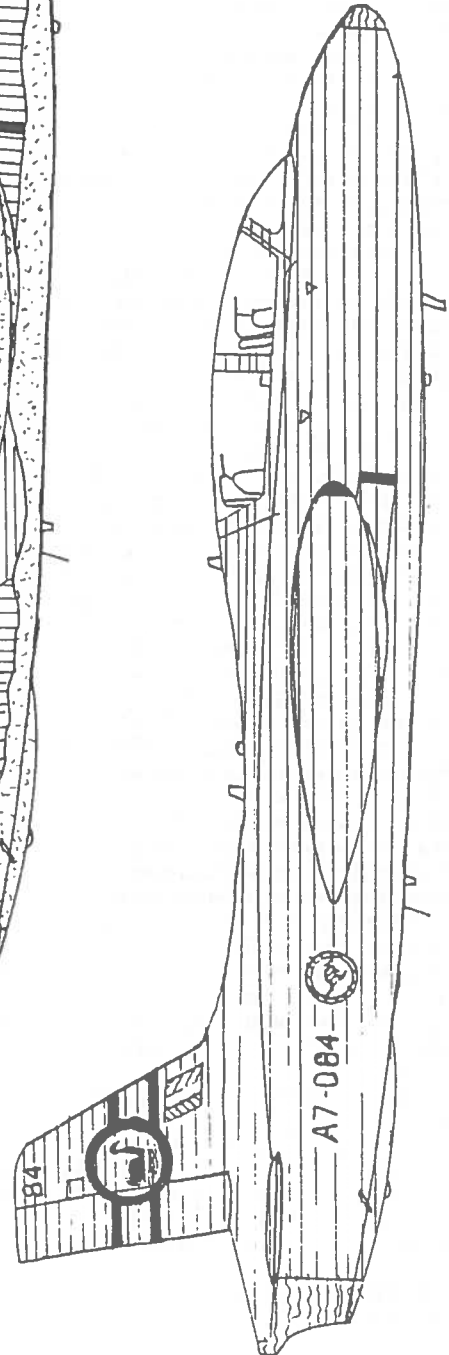
2.



3.



4.



11/91
7/91 ©
SAFCHA 465

THE FINAL CHAPTER: The Republic P-47 Thunderbolt in Latin American Air Force Service, Dan Hagedorn. 68 pages, 8.5 in. by 11 in., 130 photos, six pages in color, softcover. \$14.95. Phalanx Publishing Co., 1051 Marie Ave., St. Paul, MN 55118.

Dan Hagedorn's long-awaited book on Latin America Thunderbolts is finally available - and its as good as expected.

The use of the P-47/F-47 by ten "countries" is described by text, photos, drawings, and tables. Brazilian activities in Italy and after WWII are described in 7 pages including 9 color photos, 17 b&w photos, one color side-view drawing, table of pilots and number of combat missions flown in Italy, and individual aircraft histories of 75 aircraft flown in Italy and 95 aircraft in Brazil. Mexican operations in the Philippines and after WWII are covered in 6 pages including 3 color photos, 21 b&w photos, 2 side-view drawings, tables of pilots, combat sorties & claims, and individual aircraft histories of 42 aircraft used in the Philippines and 25 aircraft used in Mexico. Ecuador gets 3 pages of text, 5 b&w photos, and individual aircraft histories of 21 aircraft. Peru gets 3 pages including 2 color photos, 5 b&w photos, one color side-view drawing, and individual histories of 56 aircraft. Colombia gets 2 pages including one color photo, one b&w photo, one color side-view drawing, and individual aircraft histories of 35 aircraft. Venezuela gets 3 pages including 4 color photos, 2 b&w photos, one color side-view drawing, and individual aircraft histories for 28 aircraft. Chile gets 3 pages including 3 b&w photos and individual histories for 26 aircraft. Puerto Rico (not a "country", but still Latin American) gets 2 pages including 5 b&w photos and individual aircraft histories for 23 aircraft. Bolivia's one P-47 never served with the Bolivian Air Force, but it's interesting history gets covered in one page including one color photo and one b&w photo. Cuba gets 2 pages including 3 b&w photos, one color side-view drawing, and individual aircraft histories for 28 aircraft. Dominican Republic gets 2 pages including 3 color photos, one b&w photo, and individual aircraft histories for 25 aircraft. Nicaragua and the CIA-back invasion of Guatemala is covered in 5 pages with 3 b&w photos and individual aircraft histories for 8 aircraft. In addition, there are numerous photos of P-47s in US markings during delivery to Latin America and of Latin American P-47 after they returned to the US for display in Museums and on the Warbird circuit. This is a well researched book covering a little-known subject. The aviation enthusiast will revel in the plethora of unusual information and the modeler will be tempted by the Thunderbolts in very unconventional markings. **THE FINAL CHAPTER** is highly recommended to all SAFCH members. In fact, I would hope that every member would purchase this book, because it would show the publisher that there is market for books on such exotic subjects.

The review copy was graciously provided by the publisher.

[Editor's note: One copy of this book is available free to the first member in Latin America (excluding Mexico) who requests it by sending \$3.00 for postage to the SAFCH. If you're not first, the money you send will go into your SAFCH account.]

SVENSKA FLYGPLAN: History of the Swedish Aviation Industry, by Lennart Andersson. 288 pages, 17 cm by 24 cm, 325 photos. Allt om Hobby, 1990. Orders to Allt om Hobby, Box 42006, S-126

12 Stockholm, Sweden. Price SEK 282.

"This book contains separate chapters on every Swedish aviation firm with text, photos, and tables on aircraft types and specifications, as well as a detailed production list for each company. There are also chapters on early pioneers, gliders and sailplane manufacturers, home-builts until 1903, and exports of Swedish aircraft (many to the small air forces).

"There were about 15 aircraft manufacturers in Sweden before 1945 and after WWII there were SAAB and a few more. Some of these were (with the number of aircraft built within brackets): Enoch Thulins Aeroplansfabrik (101), Svenska Aeroplansfabriken (4), Sodertelge Verkstaders Aviatikavdelning (32), Nordiska Aviatik A B (11), Planfabriksaktiebolaget Palson (1), Nordiska Phoenix (1), TDS i Stockholm/ Centrala Flygverkstaden i Vasteras (72), FVM/ Centrala Flygverkstaden i Malmstätt (231), Svenska Aero (57), Flygindustri (68 + 80 assembled), Svenska Jarnvagsverkstaders Aeroplanavdelning (98), Sparmans Flygplansverkstad (11), Gotaverken (17), Hagglund & Soner (101), and FFVS (201).

"A few of the types described: Albatros; Farman; different Thulin models; Friedrichshafen; Heinkel HE 5 and forerunners, HD 36; FW 44J; FVM S 18 and S 21; Phoenix C.1 and D.111; Fokker C.V; Hawker Hart; Jakfalken; Junkers G 24/K 30, K 53, K 47, W 34/K 34, and Ju 86; Raab-Katzenstein Tigerschwalbe; DH 82 Tiger Moth; NA-16; Northrop 8A-1; Sparmannjagaren; GV-38; SAAB B 17, B 18, J 29 Tunnan, A 32 Lansen, J 35 Draken, 37 Viggen, Safir, Scandia, SAAB 340; Alouette II, MFI-9 and 15/17; FFVS J 22.

"The book also contains a comprehensive English summary and a word list, and there are English captions to all tables."

[Editor's note: The above summary was provided by the author, Lennart Andersson (SAFCH #68). Lennart also reveals: "This year, Allt om Hobby will publish my second book, which is about the history of Swedish military aviation (the propeller era). It will be in the same format and contain chapters on development, organization, operations, and the aircraft of the naval and army aviation services and Flygvapnet (from 1926), markings, bases, unit histories, etc. There will be tables with numbers and codes of every aircraft used."]

ARMADA NACIONAL AVIACION NAVAL. 15.5 cm by 22 cm, 24 pages, softbound.

This little booklet describes the history of naval aviation in Uruguay. Included with the Spanish-language text are some 40 small blue-tone photos (CANT 18, Kingfisher, Fairchild PT-23, Grumman Widgeon, Grumman Avenger, NA SNJ, Grumman Hellcat, Piper PA-18, Bell 47G, Martin Mariner, Beech TC-45J, Grumman S2A Tracker, Beech T-34A Mentor, Sikorsky SH-34J, Hughes OH-13H, NA T-28, Beech 200T, and Bell 222). Color photos of 5 unit insignia appear on the covers.

Three copies of this booklet were sent by an Argentine member who says that they are very rare. He paid \$6.00 each for them, so I can offer them for sale for \$7.00.

AERO ARCHIV: AVIA B-534, Vraný and Nemeček, 1991. 32 pages with color softcover.

The first in a new series published in Czechoslovakia, this is an excellent book on the B-534/Bk-534 for both modellers and enthusiasts. For the modeller, it contains 3-1/2 pages of excellent 1/72-

scale drawings plus other detail drawings as needed. Fifteen aircraft are profiled in color on three pages while the center-spread details the markings of two more aircraft. For the enthusiast, there is a well illustrated description of the evolution, development, and history of the type.

All in all, it's a very nice package and I look forward to future volumes in this series.

Evan Mayerle (SAFCH #793), 8311 Norwalk Blvd., Whittier, CA 90606.

NORTHROP B-2 STEALTH BOMBER, Jay Miller. 42 pages 8.5 inch by 11 inch, soft cover. \$9.95.

"Capable of delivering an extensive array of nuclear weapons over intercontinental ranges, the B-2 has created a storm of controversy as a result of its extraordinary cost. Constructed of materials straight out of the 21st century, it is representative of state-of-the-art engineering and a plethora of advances in what is now known as low-observables technology. The history, to date, of this aircraft is recounted in detail, along with a complete review of construction and systems. High quality photos of the B-2 are provided and include views of the cockpit, miscellaneous landing gear details, and the propulsion system. With over 20,000 words of text, four pages of color, over 100 overview and detail photos, and accurate multi-view drawings this book will remain the premiere reference for some time to come.

"Available from booksellers, hobby shops, or direct from Specialty Press at 123 North Second St., Stillwater, Minnesota 55082. Please add \$3.95 shipping and handling."

LADIES IN WAITING: A Pictorial Review of Davis Monthan AFB, Scott Wonderly & Richard Dunham. 68 pages, 8.5 in. by 11 in., 300 photos, softcover. Squadron/Signal Publications.

In their introduction, the authors state that the AMARC (Aerospace Maintenance and Regeneration Center) is not just a "boneyard" anymore. In this obvious "labor of love", the authors provide sufficient evidence to dispel outdated visions of aircraft sitting on the desert floor with nothing better to do than wait for the smelter's furnace. This book is mainly photographs (37 in color and 230 in b&w) and captions, but a short and informative text describes the history of Davis-Monthan, the methods used in preserving aircraft (either "Spraylat" or plastic baggies), the procedures used to put aircraft back into service (many for foreign air forces), how time-expired airframes are stripped for useful parts (for every dollar spent, AMARC earned \$12.00), and the transfer of aircraft to museums or the final trip to the gallows. This book is to the usual high standard we have come to expect from Squadron/Signal. The photos are well reproduced on high quality paper with the color shots particularly outstanding. Aircraft in all stages of processing are shown, including visiting aircraft on the transit ramp, aircraft in various stages of preparation for storage, aircraft in various stages of being striped for parts, and aircraft on display at D-M and the nearby Pima Air Museum. This is a wonderful book for the modeler looking for usual subjects: If you dislike doing cockpit interiors, try an aircraft with the transparencies cover with Spraylat, or how about an F-4 entirely wrapped in plastic except for the landing gear and drop tanks? Do the blades on your helicopter models get broken off in transport? No blades on these birds! If you like detailing, how about an

F-111A with all useful parts stripped and displaying its interior (battle damage was never this bad!). In addition, modeling aircraft stripped of wings, tail units, and landing gear will save a lot of space on your display shelves. Review copy courtesy of the authors.

THE REAL HEROES: A Special Salute to the United States Air Force, Randy Jolly. 192 pages, 9 in. by 12 in., 200 color photos, hardcover. Specialty Press. \$39.95.

"Leading aviation photographer Randy Jolly's work has appeared in magazines and books worldwide, including the covers of *NEWSWEEK* and *AVIATION WEEK*. In his new book, 'The Real Heroes', Jolly presents a pictorial tribute to the men and women of the United States Air Force, the Air National Guard, and the Air Force Reserve, who daily perform quite acts of heroism, courage and commitment in the defense of freedom throughout the world.

"This assembly of Jolly's magnificent images studies the equipment and personnel of each command, type by type, and includes many shots gathered during the Desert Shield and Desert Storm operations. All the major aircraft types are covered, including the B-1, B-52, C-135, F-15, F-16, F-117, F-4, A-7, A-10, C-130, C-5, and C-141, many in striking air-to-air. The photos are supported by short quotations from the fliers and ground personnel giving insight into their work and feelings.

"Available from booksellers or direct from Specialty Press, 123 North Second St., Stillwater, MN 55082. Or call toll-free 1-800-888-9653. \$39.93. For direct mail orders, please add \$3.95 shipping and handling."

[Editor's note: The review copy is available at half price first non-Western Hemisphere member who requests it by sending \$20.00 plus \$4.00 postage. If you're not first, the money you send will go into your SAFCH account.]

OF STRUGGLE AND FLIGHT: The History of Latvian Aviation, by Karlis Irbitis. Those who were able to pick up this book when it first came out were lucky since it now appears to be impossible to obtain. Therefore, a packet recently received from a member in Latvia might be of interest to anyone still searching for this book. This packet contained 129 photo-copied (not xeroxed) pages of the English-language edition. Since the book contains 211 pages, this is not a complete copy. However, all the important parts seem to be there including all the drawings, all the appendices, and most of the photos. Completely missing are the first couple of chapters including the one of Latvian military aviation, and the chapters on Irbitis' Canadian experiences. However, the chapters on Latvian-designed aircraft seems to be complete. If you're interested in inspecting this package, send \$10.00 and I'll mail it to you. If you think it's worth the money, keep it and we're even. If it's not worth it to you, send it back and I'll refund your money except for my postage costs. Of course, there is only one copy so its first come, first served. Since our Latvian member obviously spent a lot of time and money making this copy, I certainly want to be able to send him something worthwhile in exchange.

TAIL CODE: United States Air Force Distinctive Unit Aircraft Identification Markings, by Patrick

Martin, 317 pages, \$24.95. Available from Martin Slides, 812 East 55th St., Tacoma, WA 98404.

Pat Martin (SAFCH #531) sent me a few sample pages from his new book. Subtitled "The complete history of Tail Code markings United States Air Force Tactical Aircraft 1965 - 1990", this book features complete lists of Tail Code users, unit histories and summaries, within the USAF Pacific Air Forces, Alaskan Air Command, Tactical Air Command, Air Force Reserve, Air National Guard, United States Air Forces in Europe, Air Training Command, Air Force Logistics Command, and Air Force Systems Command.

An example of the coverage: GG, 35 Tactical Fighter Squadron, 347 Tactical Fighter Wing, Yokota AB, Japan. F-4C 1968 - 15/3/71. "Assigned to 347 TFW on 15/1/68 with F-105D/F, converting to F-4C later in 1968. Unconfirmed GG tail code usage on F-105. Detached between 22/3/68 and 10/6/68 to unknown location. Squadron transferred to 3 TFW flying UP tail coded F-4C on 15/3/71. Assets used to form the 67 TFS (ZG tail code) with 18 TFW." Photo caption: "F-4C 54-0660 GG, 35 TFS Yokota AB, Japan. Photo: T Matsuzaki, 4 May 1968."

GATCHINA DAYS: Reminiscences of a Russian Pilot, Alexander Riboff.

"A rare look at the aeronautical scene in Russia during the turbulent years of the Revolution and civil war, his retreat with the Whites, glimpses of the Red Air Fleet. Well illus. 183 pages. Smithsonian. Pub. at \$19.95. Now \$9.95. Add \$3.00 postage and handling."

Edward R. Hamilton, Falls Village, CT 06031-5000.

JET DE PELEA PATCHES

Doug Dildy

Recently, I was assigned to the 95th Tactical Fighter Training Squadron at Tyndall AFB, Florida, for some recurrency training in the F-15 Eagle. The 95th has been flying the F-15 for about three years now, having converted from being a unit which flew Lockheed T-33A T-Birds as "targets" for the local Air Defense Weapons Center (Ground Controlled Intercept training). I believe that when the 95th relinquished its rather ancient T-Birds for the Eagle (and a new role), some of the older trainers were passed on by the USAF to certain South American powers. One of the nations receiving the former 95th T-33s was Mexico and when the Fuerza Aereo Mexicano pilots picked up their new charges, they left the squadron with a few momentos of their visit. Below is listed the details of three FAM patches found on the wall in the 95th TFTS pilot's lounge:

401st ESCUADRON DE DEFENSA: Although flying Northrop F-5Es rather than T-33s, this patch also found its way into the Squadron. It consists of a large white disc mounted over a pair of long, crossed brown clubs, edged thickly in white. Within the main disc is a medium green field edged in yellow all around, with white (edged in red) background designs behind the profile view of an Aztec warrior. The warrior is wearing a red "warpaint" stripe across his nose and cheekbones and green witchdoctor-like earrings while he stares out the mouth of a large ceremonial tiger head that is white, yellow, and orange with black stripes, red nose and green eyes. From the five to seven o'clock positions the patch is "trailing" a bonnet of 16 feathers attached to the yellow edging of the main disc. The feathers are white (where they meet the disc), red, and eight

of them have green tips. The unit number "401" at the bottom of the patch is written across the white portions of the feathers.

7TH GRUPO AEREO JET DE PELEA: I believe this to be the parent group of the 202nd Escuadron (the T-33 unit) but other SAFCH members will need to fill in its base and other details. The patch consists of a light blue disc, edged thinly in black with a broad orange border containing the grupo's full designation as well as the initials for the F.A.M. (all in black). Within the light blue field is a diagonal tricolor stripe from lower left to upper right. From the top, the colors are the Mexican national green-white-red. Upon the stripe is a large, orange colored numeral "seven" and upon it is the silhouette of an eagle in medium brown swooping down clutching a yellow lightning bolt in its talons.

202nd ESCUADRON AEREO JET DE PELEA: This patch is made of a dark blue felt material, edged in black concentric circles. In the space between the two black circles the full unit designation and "FAM" initials are written in orange. The center of the patch is filled with the top view of a T-33 in gray overall with white canopy and windscreen. It has black nose-tip, anti-glare panel, and wing walkways, and the inner halves of the tip tanks are also black (the outer halves are orange). The nation insignia are depicted as red triangle outlines and the turbine warning stripe around the fuselage, the leading edges of the intakes, and the flaps "no step" area lines are also in red.

Douglas C. Dildy (SAFCH #844) PSC 1 Box 675, APO, NY 09292.



ORGANIZATION EMBLEMS: MEXICO

Ted Koppel

While not the elaborately-colorful unit emblems described elsewhere in this issue, these simpler designs still reflect a sampling of the organization (and history) of the Mexican Air Force (Fuerza Aerea Mexicana). These insignia, from a personal collection, are shown at 53% of their true size.

Top row: "ESCUELA MILITAR DE AVIACION". Military Aviation School shoulder/sleeve insigne, worn prior to 1970. Orange-yellow wings, lettering, and inner borders are printed on a purple shield (the FAM color), with the background to the upper scroll being black. The national military aircraft emblem in red, white, and green is printed separately and superimposed on the wings, the entire design had been mounted on material which forms the outer border. "COLLEGIO DEL AIRE/E.M.A." represents the Military Aviation School after the FAM Air College was formed in 1970. [J.M. Andrade has mentioned 1959 as the date of establishment; however, that may have been the Air Academy.] Embroidered on purple felt, the previous color scheme was retained, with eagles replacing the stylized and white mountains (and land-strip lines?) added. "COLLEGIO DEL AIRE/E.M.M.E.A." refers to the Military School of Aviation Mechanics (Escuela Militar de Mecanicos Especialistas en Aviacion) and is otherwise the same as the previous one. "COLLEGIO DEL AIRE/EMEFA" is for the Air Force Specialists School (Escuela Militar de Especialistas de la Fuerza Aerea). The shield is somewhat smaller, with a pale purple embroidered background, omitting the white lines below the mountains. Middle row: The FAM 101st Light Bomber Squadron is represented by this large, wedge-shaped triangle reading "MEXICO". It is hand-embroidered in yellow, orange, red, white, and green on purple felt. (Note that the FAM triangle insigne is pointing up instead of down, as in all the others shown here. That detail, as well as the construction, may indicate WWII vintage for this item.) "FAM 1er. Gp. AEREO" stands for the 1st Aerial Group (Grupo). This series of circular designs feature orange-yellow and bright (Day-Glo) orange printed on purple felt. The separate FAM triangle is sewn on, with everything mounted on ocher-brown material for the outer border. "FAM 202" and "FAM 204" are exactly the same (referring to the 202nd and 204th Squadrons), except the latter used a lighter yellow instead of the orange-yellow of the others.

Bottom row: "FAM BAM 2" stands for Military Air Base No. 2 (Base Aerea Militar) and is an all-embroidered version of the preceding design. The orange portion of the wings is quite a bit paler, and the outer border is yellow. "FAEM 201" is a recent reproduction of a design reportedly used by the 201st (Combat) Squadron of the Mexican Expeditionary Air Force (Escuadron de Pelea 201 de la Fuerza Aerea Expedicionaria Mexicana) in WWII, or perhaps a souvenir design to commemorate that action. Entirely machine-embroidered, it features orange-yellow wings, letters, and numbers on a maroon background, plus the national triangle, all outlines/detailed in black. [It should be noted that documentation presented in the July 1980 issue of SAFO shows a circular insigne with an upward-pointing, winged national triangle, an eagle, and the words "201st Mexican Fighter Squadron", in connection with training conducted in the US, 1944-45. Two battle flags presented to the unit in February 1945, prior to completion of training, read "201 Escuadron de Caza" and "Ejercito Mexicano/Fuerza Aerea Expedicionaria".] "PARACADISTAS/FAM" obviously refers to the Parachute Battalion, later Brigade (Brigade de Fusileros Paracaidistas), which was under Air Force command (since 1952). Of similar multi-part construction as some of the previous printed samples, it also uses the same purple background. The parachute is white and the letters and inner border are gold paint, with everything mounted on white felt (producing an outer border) and having clear plastic stitched onto the front, "AEROTROPAS/FAM" features a slightly different shield, fully machine-embroidered, using yellow (including outer border) instead of gold and having a black background to the scroll at top. The Air Troops title possibly represents the Airborne Troops Command (Commando de Tropas Aerotransportadas). Sincere thanks to Ing. Roberto Vargas Crus (Mexico) for providing most of the identification presented herewith. Additional information came from "Latin-American Military Aviation" by John M. Andrade (Midland Counties Publications, 1982) and "Armed Forces of Latin America" by Adrian J. English (Jane's, 1984).

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